

Classic Car Events on Both Coasts



West Coast Classic Car Tour

(Above) San Diego /Palm Springs CCCA members listen to an interesting presentation on the flora surrounding the mansion at the Grand Tradition in Fallbrook. The garden tour followed a scenic drive through the hilly backcountry north and east of Escondido.

Classic Cars Gather at the Annual Meeting

(Below) Members dined surrounded by their Classic Cars at the CCCA Annual Meeting in Savannah, Georgia. (See stories and photos inside.)



Historic Savannah Perfect Backdrop for Classic Cars

Savannah, Georgia proved to be a great backdrop for the 2015 CCCA Annual meeting. Savannah is filled with museums, churches, mansions, monuments and restaurants, all across the river and a short ferry ride from the event hotel, with ferry service every 15 minutes. Another highlight was that every hotel guest had a fantastic view of the heart of Savannah from their hotel room! We ran into friends we have made at earlier events which make these annual trips and CARavans so very enjoyable!

Our first day was spent at the Gregorie Neck Plantation, just over the border in South Carolina owned by CCCA members Bob and Alice Jepson. Bob, a Georgia based philanthropist and businessman and his wife Alice put out the Southern hospitality and entertained us on the grounds of their estate. Their Classic Cars were displayed on the vast lawn where attendees could enjoy the Collection lined up along the banks of a picturesque river running through their property. Bob and Alice lived in Rancho Santa Fe many years ago so they were familiar with our area so Carl invited them to come out here in March, 2016 for our Grand Classic!

Dinner that night was held in the Blacksmith Shop at the Georgia State Railroad Museum which is recognized as a National Historic Landmark. Guests enjoyed cocktail s while being entertained with Georgia Jazz music and then feasted on a "Low Country Boil" style dinner.

Monday morning started with the actual business meeting where, thanks to the voters of the San Diego/Palm Springs Region and some others I learned that I was elected for a 3 year term to the Board. Thanks you very much! The National Board meeting followed where David Johnson was elected for another year as President and Tom Jones was elected First Vice President in addition to other various Committee assignments. Lunch was at Paula Deen's restaurant and then we attended an interesting talk by Dr. Robert Finger on the 1908 Vanderbilt Cup at the Jepson Museum. The 1908 race was the most famous of all the Vanderbilt races because the victorious Locomobile of 1908 was the first American machine to win the race. And the Vanderbilt Cup was the first major trophy in American auto racing.

Tuesday began with a Museum Membership meeting where Carl was elected as a Trustee to the Museum Board. This meeting was followed by a Regional Relations meeting and then the Editors meeting. The Regional Awards Dinner was held that night at the Mighty 8th Air Force Museum. Congratulations to Denise Stewart for earning 3rd place for Small Regional Publications. We didn't score as high this year in the various categories as we have in recent years.

I spoke to a judge familiar with scoring after I returned home and here is the feedback I received which I think is important to pass on. "Your (our) lowest ranking was 11 out of 25 regions that submitted reports. In four categories you ranked between three and five out of 25 submissions. Your (our) Grand Classic activity was zero. None of your members judged or showed cars at Grand Classics. You only had two members take cars on CARavans. You only had one member that judged at the 2014 Annual meeting. You could print more Technical Articles to increase your score."

I appreciated the Judge's candor and we have a roadmap on what it would take to improve our standings.

Wednesday, the Classic Cars were placed on the floor of the beautiful Savannah Convention Center just next door from the hotel. Carl, who just recently received his Apprentice Judging Certificate judged at this Grand Classic and thoroughly enjoyed it. He liked being part of a four person team where the three other members were experienced and congenial. He gave a "shout out" to Eric Voigt for holding the Judging Seminar he conducted last year which he and many of us also attended.(Not too late to apply for your Judging certificate if you attended that class to be ready for our Grand Classic in 2016.)

The Grand Finale and closing Awards dinner was an incredibly beautiful event where the dinner tables were arranged around the Classic Cars. Truly a night to remember!

Thursday, Carl and I tagged along on the Mini-CARavan from Savannah to Jekyll Island and then on to Amelia Island. The legacy of the original Jekyll Island Club is one of history and hospitality. Founded in 1886 the club was once the private retreat of America's wealthiest families including the Morgans, Rockefellers, Pulitzers and Vanderbilts. In 1910, the first draft of the Federal Reserve Act, the beginning of our nation's monetary system was drawn up at Jekyll Island. The hotel faithfully restored in 1986 is a part of the National Registry of Historic Places. It was wonderful to stay at the hotel on the bank of the Inter Coastal Water Way and the Atlantic Ocean and we were astounded to find it so reasonably priced! Our Club had negotiated a great deal.

Then, on Friday we got on the road to Amelia Island where our Club again arranged very reasonably priced lodging for us on Amelia Island. We enjoyed the auctions at Gooding and RM and had a wonderful time seeing many wonderful Classics. By the way, the "M" in RM Auction is Mike Fairburn who was also elected to the CCCA National Board for a three year term this year also.

I hope you will think about attending next year's Annual meeting. There will be the greatest opportunity to see unbelievable collections next year because we will be going to Motor City itself where the Car Titans got their start. Yes, it will be in Detroit but everything will be indoors and we'll see collections of a lifetime. Think about attending. It is sure to be a great time!

Photos and story by Vicki Zeiger



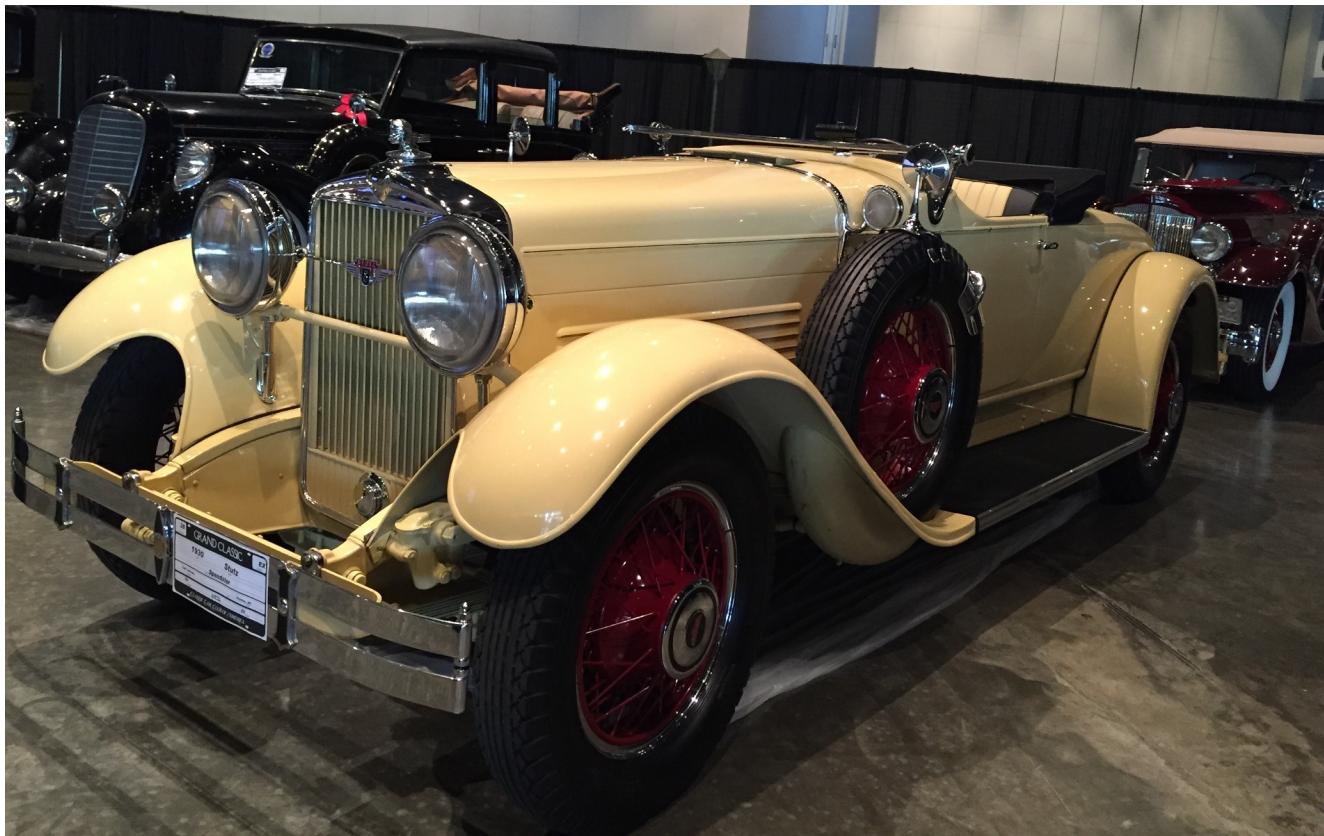
(Above) 1919 Pierce Arrow Model 66 A-4 Tourer (right) made custom for Fatty Arbuckle for \$32,000. (Below left) Robert Jepson's 1929 Packard. (Right) Game room on the Jepson Estate. (Bottom) Jepson's Collection on the grounds of his Gregorie Neck Plantation just outside Savannah, GA.





1937 Chrysler 6, C-15 Imperial Town Car by Le Baron owned by Howard Kroplick from East Hills , NY

1930 Stutz 8, M, Speedster by Le Baron owned by Carl and Carroll Jensen of Vernon, WI





1937 Packard Convertible Sedan owned by Kevin Doring of Harwood, MD

John And Dianne Kernan's 1936 Packard 8, M, 1404 Coupe Roadster from Marco Island, FL





(Above) David Kane's 1937 Packard Convertible Victoria, from Bernardsville, NJ

(Below) Carl and Past Director Vicki Zeiger, newly elected to the National Board, standing by Joseph Cassini's 1934 Packard 12, 1108 Convertible Victoria Dietrich from West Orange, NJ





San Diego/Palm Springs Region Classic Car Club of America®

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2015 Calendar of Events

Barbara Daigle, Tour Director



WW II Memorabilia Part of Auto Museum



The San Diego Auto Museum in Balboa Park is featuring a collection of WW II uniforms, equipment and vehicles as part of its Centennial Celebration of the park.



Save the Dates

May 24, Sunday, BAPS Shri Swaminarayan Mandir, Chino Hills

July 18, Saturday, Winery Tour

Sept 20, Sunday, East County Tour, Mt. Helix and S.D. Central Library Tour

Oct 4, Sunday, Annual Meeting

Dec 5, Saturday, Christmas Luncheon





Joanne and Dick Fuller

First Event of 2015 A Blooming Success

The club's first outing for 2015, held on February 21st, and the first staged by Barbara Daigle as the new Events Chair, drew a crowd of cars and drivers.

Driving through the rural mountainous scenery north and east of Escondido, touring the garden at the Grand Traditions, and enjoying a delicious lunch on the porch of the Victorian mansion made it an ideal Classic Car Club early spring event.



Club members are eager and ready for driving through scenic North County and touring Grand Traditions.



First Event cont.

Pictured right is the Victorian mansion on the grounds of the garden and restaurant venue in Fallbrook known as the Grand Traditions.

(Below left) Lush plantings along the stream create a bucolic scene that members enjoyed on their tour of the gardens. (Below right) Lawns and flowers surround the lake at the center of the expansive property.

(Bottom) New and veteran members enjoyed lunch and the company of friends on the mansion 's welcoming porch.



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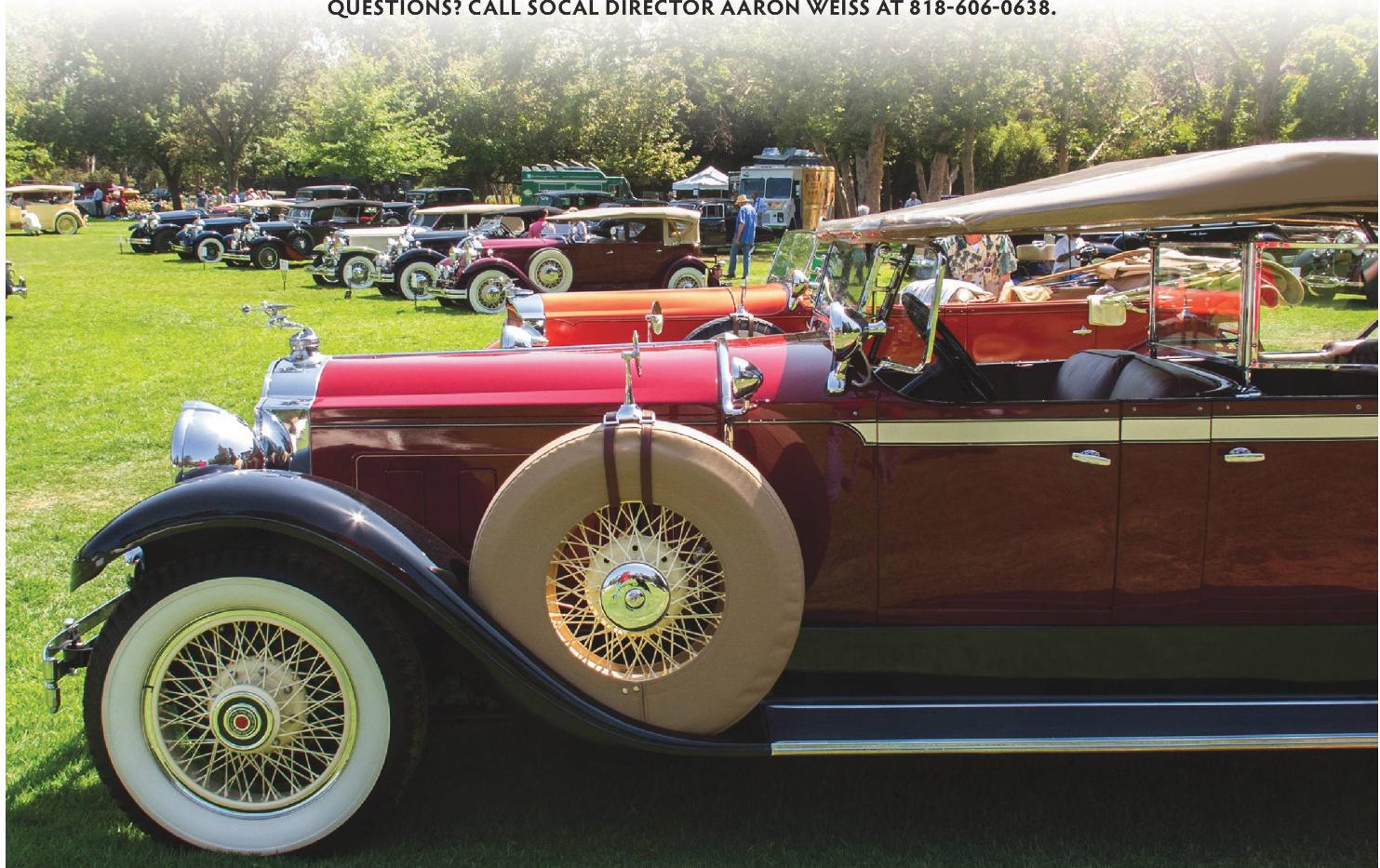
Photo courtesy of USC Trojan Marching Band

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Although I have no interest in religions, I feel akin to Zealots. Not those standing on corners handing out pamphlets, but those whose lives seemed centered by a strong comfort in their beliefs. Mine happens to be old (very old) automobiles. I can pinpoint the day of my conversion from an early interest in cars (knowing make, model year of every car on the road) to my 17th birthday, July 4, 1951. A high school junior, I got a summer job driving a new Dodge convertible around San Diego in an advertising campaign by the Dodge distributor, C.A. Gray. On the 4th of July, my boss sent me up to Del Mar for the County Fair, that day featuring a race of pre-1915 cars. By the end of that day I was hooked on early primitive cars, had joined the Horseless Carriage Club and by the end of the year I had bought my first antique, a 1911 Brush Runabout that I still own.

The old car hobby was just gaining popularity and clubs were being formed like a wild fire. It is fair to say that I grew up with the car hobby. Through the years I have joined (and later quit) most of the car clubs, especially those dealing with single-makes of cars: Kaiser-Frazer (the friendliest and most enthusiastic), Corvette (the most competitive), both Packard clubs (USC vs. UCLA), Buick, Rolls-Royce, Cadillac, all of the Chrysler clubs, all of the multi-marque clubs, the woodie club, almost all of the Ford clubs plus Australian and British clubs.

As a car-club junkie I have a fair idea of which clubs make changes in their purpose to exist based upon trends and which support their original premise. One would expect that one-marque clubs stick to their original intent, i.e. to celebrate older models of that marque. At least one of the clubs listed above decided that "modified" versions of their car would be acceptable and now welcomes them among their ranks. At least one of the multi-marque clubs listed above not only permits fantasy cars but features them in its publication. In the past six decades of my active participation of car clubs I can attest to one thing: Trends are just that, brief sheep-following "new" ideas. (Or haven't you noticed that for the past 5 years almost every new model car comes in one of the 50 shades of grey color. A "trend" that will very soon die away and I predict be replaced with yellows and greens).

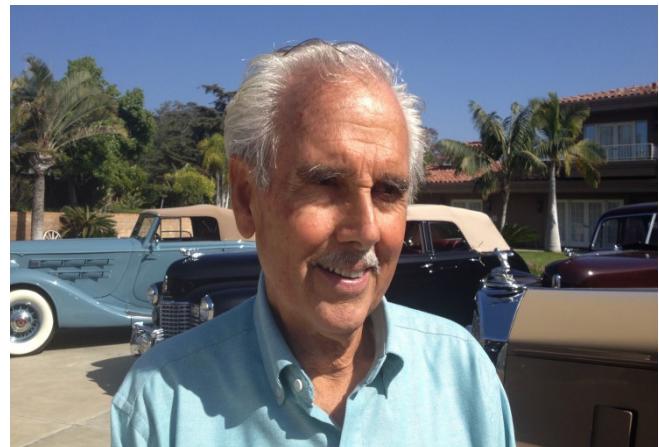
I will confess that once (and only once) I fell victim to a "trend." In 1956 I bought a '54 Corvette with very low mileage. Just about that time "concours d'elegance" car shows were gaining popularity. So I made my very nice Corvette much nicer by removing all of the crude characteristics of early fiberglass and poor fit of doors and hood. The car competed against Porsches and British sports cars and often won the top prize. I showed the car on that circuit until 1961 when it took 1st in Class at Pebble Beach. Winning at the best show in the Country was time to quit while on top and retire it from the show circuit. About that time, 6-cylinder Corvettes became as passé as white dinner jackets, so I decided it needed a new engine. I bought an un-numbered Sebring V8 from GM (I had contacts...) and put it in the '54. Since racing engines have a life expectancy of a fruit-fly (one day) that novelty wore away and here I was with a wrong-engined unappreciated car. I put the '54 in dead storage for 20 years and then spent 10 years finding all of the parts to re-make a Corvette 6-cylinder engine. I had pulled the original and thinking no one would ever want a "stove" 6 engine, sold to a wrecker.

The car is now back on the road, pretty as ever but it will never get back to the show field. All of that work in the late '50s to make the car as polished as its European competition is now its undoing. The shining under hood and flawless engine compartment are points-off; over restoration.

What to do? Just what you did with your pet rock, your leisure suit, your Mao jacket, give to the Goodwill? There is a moral here and for analogy I cite Emily Post's 1927 Etiquette book from the chapter advising women going out for the evening. Paraphrased, she advises that after you have dressed for the evening, at your front door glance at the hall mirror and remove one piece of jewelry and leave it behind.

How many concours/Grand Classics have you looked at a car and thought, Emily Post was right.

Director's Message



Nick Fintzelberg

Local Director

Founding Member of the SD/PS Region

Past National President CCCA





Tech Corner

by Carl Stewart

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1 Vapor Lock

There are 2 articles in this edition, one on gas and one on vapors. This is the AMA newsletter right? It's amazing what I get into. We're about Classic Cars not heartburn. Well, the cars can induce a bit of a singe in the throat at times, so keep the Tums handy.

One of the issues that frequently pops up is "vapor lock" so let's start with that. Vapor lock occurs in conditions of high heat and low fuel pressure. If the fuel line to the engine becomes hot, the liquid fuel in the line vaporizes before it reaches the engine. The engine may sputter, hesitate, stall and refuse to restart because the fuel pump cannot pump vaporized fuel. Once the engine has cooled, the fuel will liquefy and the engine will start. An aid is starter fuel in an aerosol can if you can't wait. This cools and provides fuel when sprayed in the throat of carburetor. Vapor lock occurs more in carbureted engines with mechanical fuel pumps because this system creates a vacuum that pulls fuel, but when vaporized, the vacuum won't work.

Long term fixes include moving the fuel pump away from engine and add a heat shield between the engine and pump. Switching to an electric pump may work. Adding insulators around fuel lines or any heat sources will help.

2 Gasoline

Six interesting things about gasoline (Not heat related)

1- Octane rating and what your car requires. The less volatile the fuel, the less effectively it burns in your engine. The higher the octane, the more a fuel can be compressed before detonating. So, high compression engines need higher octane fuel which would be 91, or Premium, for most high compression engines.

2- Using lower octane fuel than recommended can be harmful. Higher octane fuels are more stable and resist premature detonation when it first enters the combustion chamber which causes harmful knocking. Also, E10 may serve to raise ethanol content and sludge, can build-up on intake manifolds, pistons, and cylinder walls. Of course most of our classic cars do not fall into the high com-

pression engine category, but it may be useful to know.

3-Ethanol E10 fuel additive. E10 (maximum 10% ethanol allowed in fuel) reduces mileage by 4-5%. The increased amounts of ethanol in standard engines causes incomplete combustion and the ills that result from it.

4- "Top-Tier" gas brands. This fuel rating is an unofficial rating as a result of industry testing on the highest quality of fuel. The stations using this rating have signage that declares it is what they use. The stations include Chevron, Costco, ARCO, Exxon, Mobil, et al.

5- Over the counter gas additives aren't always helpful. Most fuel additives boost octane levels which are not needed if you use recommended rated fuel. When added to E10 gas problems can occur. If ingredients of the fuel additive using alcohol-based strong solvent additives in fresh carbon and sludge, can build-up on intake manifolds, pistons, and cylinder absorption and likely parts corrosion.

6- Bad and degrading gas. This



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San Diego Auto Museum in Balboa Park recently featured Ed Lial's 1930 Lincoln. Ed's daughter is shown with the car her deceased dad owned and enjoyed for many years.

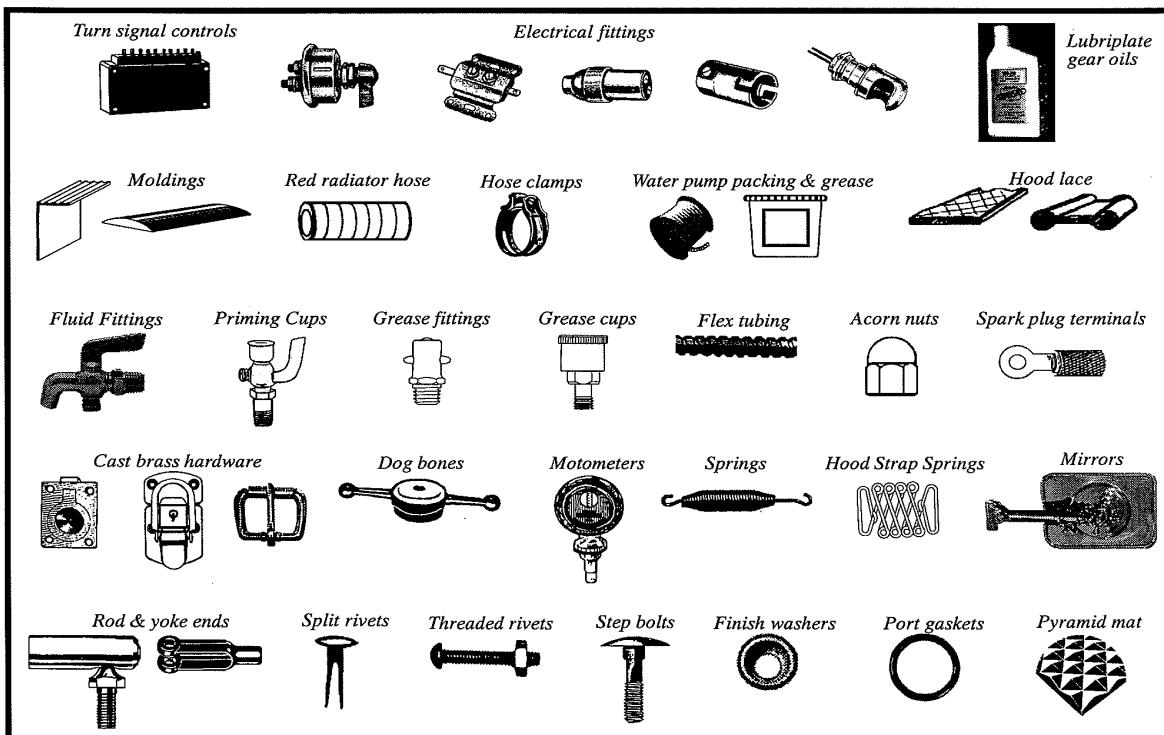
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