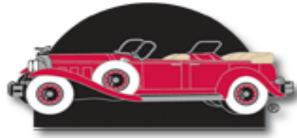


A Quarterly Publication of the San Diego/ Palm Springs Region of the CCCA

Winner of the CCCA newsletter McManus Award for 2013

Classic



Touring

Editor: denise.stewart@hotmail.com

Oct., Nov., Dec. 2014

Ohio Hosts Mini-CARavan



Deviating from the norm of a weeklong event, the Ohio Region staged a weekend long Mini-CARavan this October. The CARavan began with a reception of about 50 CCCA members at the The Carriage House Car Collection of David Johnson on the grounds surrounding his home in Salem, Ohio.

Story and photos by Vicki Zeiger inside

San Diego/Palm Springs Region

Classic Car Club of America®

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Welcome New Member,

Tom Wright



"I bought my classic in November, 2013, from a collector in Maryland who had so many cars they almost shipped me the wrong blue 1947 Lincoln Continental Cabriolet! Mine is a preservation car with less than 18k miles on the odometer. It seems to be original in nearly every respect although I can only verify that by examination, not documentation," Tom wrote.

After fixing a few small items the only problem is that the overdrive is inconsistent, Tom explained.

2015 Calendar of Events

Barbara Daigle, Tour Director

Feb. 21, Sat. North County Driving Tour, brunch and garden tour of Grand Traditions, Fallbrook

April 12, Sunday, La Jolla Concours, La Jolla Cove

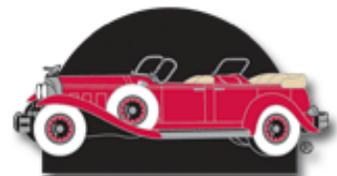
May 24, Sunday, San Diego Central Library Tour, 3 pm

July 18, Saturday, BAPS Shri Swaminarayan Mandir, Chino Hills

Sept. 20, Sunday, TBD

Oct. 4, Sunday, Annual Meeting

Dec. 5, Saturday, Holiday Party





Autumn Is Perfect Weather in Ohio for Driving Classic Cars

(Above) Vicki Zeiger stands next to Gene Tareshawty's 1940 Packard Darrin parked in front of David Johnson's Spread Eagle Tavern and Inn in Hanoverton, Ohio.

(Below) Classics gathered in front of Tom and Theresa Hannon's home in Louisville, Ohio. Vicki and Carl rode in David Johnson's Rollsons Limo.

(Right) 1941 Packard 8, 1903 Convertible Coupe owned by Don and Debbie Hanlon.



Ohio Mini Caravan cont.

Ohio Mini-CARavan Drew A Variety of Classic Cars

(Right) Lee Wolff is driving his 1924 Bentley 4.3L Tourer in front of Dan and Debbie Hanlon's home at Congress Lake, OH.



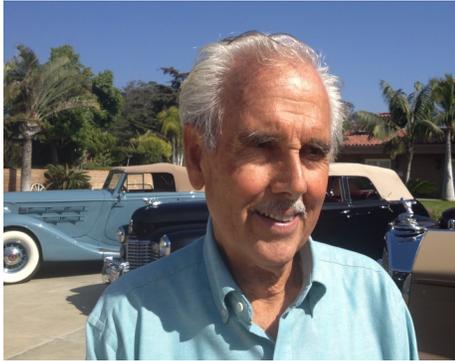
(Right) Gene Tareshawty next to one of his 1940 Darrins garaged in Louisville, Ohio

(Below Left) Roy Magenau of Grass Lake, MI and his 1925 Packard Sport Phaeton.

(Below Right) Dichel Owsley's 1937 Cadillac, Series 25 on display in his garage in Washingtonville, Ohio.



Director's Message



Nick Fintzelberg

Local Director

Founding Member of the SD/
PS Region

Past National President
CCCA

Classic Touring is a publication of the San Diego/Palm Springs Region of the Classic Car Club of America. No re-use of material contained here is permitted without permission of the editor.

2016 Grand Classic

Plans for our Grand Classic for next year are off and running. To be a success we need members from all over the southwest to enter their Classics. We have selected March next year in hope that the competition from other car clubs will be minimal that early in the year. The Southern California Region has always been supportive of our Grand Classics and we look forward to the same for next year. Hopefully, Arizona Region will have some of its "snowbirds" in attendance. In addition to my long-held membership in the Oil Belt region, I am spending more time in Yuma than before for business reasons, and I have joined the Arizona Region. I will try to plant new goodwill during the coming year. We seemed to have lost touch with them over the past few years which is regrettable since so many Zonies spend part of their summers in San Diego.

I'm pleased to report that the contract has been signed with The Rancho Santa Fe Inn to hold our Grand Classic .

The property has gone through a complete refurbishing and we were able to get the individual room costs down to the 2012 level. The event will be held March 11-March 13, 2016. Mark your calendars now!

Tours for 2015

Barbara Daigle, our new Tour Director, has started the year with a tentative schedule for tours and activities .

We want to be sure that our proposed schedule for tours does not con-

flict with other major Classic-related events. When that check is completed the calendar will be published.

SD/PS is about *driving our cars* and we don't want to lose touch with that focus. That slogan we adopted at the onset was to "Drive our cars and have fun". Glen Yaekel and I, cofounders of the region, felt strongly that cars were meant to be driven and, if admired by others, the best background was on the road.

Sadly, Glenn died only a few years after the region was founded, but I am sure he would be delighted to see that we are here in the corner of the world and are , without question, the most active and diverse region of the 29 in the CCCA. SD/PS seems to have thrived for 20 + years by mimicking the thing that makes San Diego so desirable: laid back and casual, congenial, and just happy to be here. I hope that our region's members continue to make driving our Classics the main focus of our club.

National Meeting

It is not too late to make plans to attend the Annual Meeting for 2015. This year it will be in March in a terrific location, Savannah, Georgia. The distance between San Diego and Savannah is the narrowest between the Pacific and the Atlantic in the continental US. You could drive it in three days.

Whether it's a CARavan, a Grand Classic or another region's tour, CCCA events are always wonderfully organized, assuredly interesting , educational, unique, and while not always inexpensive, the value is genuine. Our events are like our cars—special.

Clark Gable and his 1932 Packard



Ohio Mini-CARavan Was An Autumn Spectacular

CARavans usually last over a week, but this one spanned just a weekend. This was considered a mini CARavan, but you won't believe how many collections we saw and how much fun we had. To give you some background on how this came to be, let me set the stage. Carl and I bid on an auction item at last year's CCCA National Annual meeting in Florida, bidding on the opportunity to spend 3 days and 2 nights at David Johnson's Spread Eagle Tavern and Inn in historic Hanoverton, Ohio.

We were excited about bidding on this trip because we were really impressed with the charm of the Inn and the picturesque surroundings when we had had eaten at the Spread Eagle during the Cross Country CARavan in 2013.

So, along with Sally and Gene Perkins, (from Indiana and both former CCCA National Presidents), the four of us were the successful bidders. As it turned out, David was planning a mini CARavan for 2014 so the four of us decided to schedule our trip to coincide with the mini CARavan scheduled for October 17-19, 2014.

Our weekend started Friday night with a cocktail reception at David's beautiful Carriage House Car Collection on the grounds of his family home. David's Carriage House is as much a Ceramic Tile showroom as it is a place to house rare vintage cars. David's family has been in the tile business for almost a century! The Carriage House was originally constructed to house David's Dad's Jet Ranger Helicopter...another story entirely! We were joined by 50 members and associates of the CCCA and several others like us, who had traveled across many states to attend with the local people from Ohio.

After cocktails, we sat down to a beautiful dinner at the Salem, Ohio Golf Club established in 1921. That night we were presented with our Tour Book which laid

out the activities for the following two days.

Our Saturday tour started with David picking us up at the Inn in 1941 Packard Rollson limousine for the trip, which was to be our "ride" for the duration of the mini Caravan. First stop was CCCA Member Dichel Owsley's Old Car Museum in the tiny village of Washingtonville, Ohio. I was dazzled as I walked onto the museum's spotless black and white checkerboard floor. The memorabilia and fine automobiles were staged by Dichel and his special friend, Marie Peterson. Dichel also had arranged for the largest array of donuts and pastries I've even seen! Amazing!

After spending a couple of hours at Dichel's, it was on to Gene Tareshawty's. Gene's facility is known as The Packard Youngstown Motor Company and was established in the 1960's. Gene even owns the 1937 V-12 Convertible Sedan Darrin which was owned by the Welch family of Grape Juice fame. Gene is head-over-heels with 1940 Packard Darrin's. In fact, at one time, Gene was known to own as many as eleven 1940 Packard Darrin's! This trip was becoming mind-boggling! We were not expecting to see so many beautiful automobiles.

One of the great collections in Ohio is Dan and Debbie Hanlon's of Congress Lake near Hartville, Ohio, which was our next stop. Their Museum is housed in a barn that dates back to the 1880's and to Besse Davis who went on to become CEO of the Cleveland Electric Illuminating Company (of particular interest to me, coming from a utility company, myself) and subsequently American Airlines.

The Hanlon's bought and restored their barn in 2003, making space for over 35 award winning automobiles, two hydraulic lifts, paint booth and virtually any tool needed to restore or repair a Classic.

Lunch was at the charming

Congress Lake Country Club originally completed in 1913. After lunch, we stopped at Tom and Theresa Hannon's collection of carriages, which was very spectacular. Then it was back to David's Inn and Tavern which I should mention is an artfully restored Federal style three story historic brick inn originally built in 1837, lovingly restored by David and by his Mother and Father. I found the Inn so very comfortable and authentic, warm and inviting and found the food very contemporary and delicious!

Sunday, we started the day with a big breakfast of beautifully made homemade delights and then on to visit the J E Reeves Victorian Home and Carriage House Museum in Dover, Ohio. Our final lunch was at the 1829 Canal Tavern on the Ohio and Erie Canal Towpath Trail.

We had a wonderful time in Ohio! We loved the collections and our stay at the Spread Eagle Tavern and Inn. Who knows, David may auction off another trip this year at the Annual Meeting in Savannah. If he does, I would highly recommend bidding on it. You'll get more than your money's worth.

by

Vicki Zeiger



Minutes of Dec. 6 Board Meeting

by Don Williams, Secretary

The board meeting for the SD/PS CCCA followed the Dec.6th Holiday Party at the Coronado Bayside Grill at the Coronado Golf Course.

The first order of business was the issue of alternate board members and how the experiment to provide training and participation in board matters for newer members is working. It was determined the program is beneficial and Linnea Shoberg, who is taking on the duties of Membership, Jack Heacock, and Charles Hylton would replace the three members ending their one year term as alternates.

The second item was the proposed location of the 2016 Grand Classic. After much discussion of the two sites under consideration, it was decided Jim Green, Don Williams, and Carl Zeiger would visit the sites and communicate their findings to other board members by email. The consideration of parking for trailers, Classic Cars, and guests' cars, along with fees and other human accommodations would be examined again.

Vicki Zeiger detailed the room, meal and other costs that have changed since the Rancho Santa Fe Inn has been remodeled. As well, other considerations were described that are new since the last Grand Classic held there.

The regional handbook states that all efforts should be made to make Grand Classics self-funding. Further analysis of costs is needed to ensure that.

The third item was a brief discussion of the newly revised SD/PS by-laws. Given their complexity, it was determined that more time was need to discuss them in detail since there was disagreement about their function.

The fourth item was the announcement of new Board Members to serve for next year.

The issue of when the year began and ended was unresolved despite discussion.

Bob Steiner, after many years of knowledgeable and faithful service to the CCCA, and particularly to the San Diego Palm Springs Region, is retiring from the board. His wisdom and experience will be sorely missed by members who have enjoyed his extensive contributions to our group.

Because of time constraints, there are a few items of board business that were postponed for resolution at a later date.

The list for the current board positions and those serving can be found on page 2 of this edition of **Classic Touring**.

Mark Your Calendar and Save the Date

Grand Cars to Travel to Grand Traditions

Please save the date of Feb.21st for our first tour of 2015.

This will consist of a North County Tour followed by a Docent Guided Garden Tour at the Grand Tradition in Fallbrook, closing with a lunch at their restaurant, "The Veranda", which overlooks their lavish gardens.

A golf cart will be available for those that are unable to walk the gardens. (5 spots on the golf cart.)

We will be out of there by 1:30 or sooner.

Hope to have a good turnout -Seating is limited to 25.

Barbara Daigle, Tours

Members Celebrate the Holiday Season

Local club members gathered at the Coronado Golf Course to enjoy friends and the season. A tasty lunch was followed by an auction of Classic Car memorabilia organized by Jim Bowersox. The auction raised money for the club and sent winning bidders home with some treasures.

Car friends mix and mingle



Car memorabilia drew interest



Golf course and Glorietta Bay





Tech Corner

by Carl Stewart

For more info contact: classic.carl@hotmail.com

Dynamometer Testing Or Show Me the Power

This issue will include two separate topics. Topic 1, thanks to the continued generosity of Chuck Spielman, President of Only Yesterday, and Joe Trudo, Chuck's dynamo expert (among many other talents) we will discuss what dynamometer, or dynamo, testing does for the care and maintenance of our True Classics. Topic 2, the last issue promised a few additional tips from the Hagerty Insurance pamphlets and they will appear following the dynamo discussion.

TOPIC 1- As most of you know, Dynamo testing can become very technical in a short space of time, getting into formulas for work, defined as a force operating through a distance, energy defined as the capacity of a body to do work by virtue of the position or condition of the body, power, which is the rate of doing work and is dependent on torque & rpm. Example, the formula to determine HP is the torque X speed (rpm) / 5252. This formula obviously leaves us with more questions and more formulas. One concept to keep in mind is that Torque is measured and Power is calculated.

That said, we will not delve deeper into the theoretic whys and hows of dynamo testing but just on what the testing provides to us as car owners who care about the degree of performance excellence befitting our breed of automobiles.

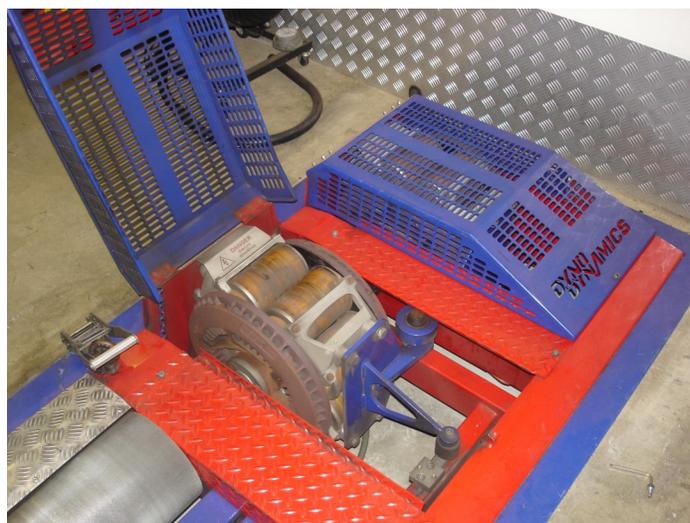
Joe Trudo explained that dynamo testing measures and records 7 various parameters which provides the necessary information to determine maximum automobile efficiency and performance. They are speed gear mpm, rpm, power hp, torque ft/lbs, temp air/fuel of gasoline, lambda gasoline and vacuum boost. (photo #1) Testing will determine efficiency of carburetor (s), determine if air/fuel mixture is optimum (12.6:1) or in the acceptable range of 12.4 ,lean, to 12.8:1, rich and verification of desired ignition timing. This data is provided as part of the testing. The system used by Only Yesterday is a Dynodynamics Model 450 Dual Load chassis electro-dynamic dynamometer manufactured in Australia. It utilizes 2 separate electro-dynamic loads rated at 1250 HP each for 2500 HP hence the Dual Load designation. (Photo 2). To accommodate its power and associated noise, the isolated dynamo building (located at Only Yesterday), has a 12 inch thick slab thoroughly re-barred to provide maximum strength to prevent cracking, steel X-members on all walls and ceiling and is sound insulated for 85 db less outside than in. This is not a toy.

A side note is that it is highly recommended to use the same dynamo equipment, the same operator/technician and under the same atmospheric conditions whenever having

sound. Now the dynamo testing begins. The absorption or chassis dynamometer measures the torque, turning force, or speed of an engine or motor. It acts as a variable load that the engine/motor drives. It works by absorbing the power that the engine/motor produces. One way to absorb the power is by using electromagnetism. As the engine/motor spins the wheels they in turn the "axle" of the dynamometer (0->140 mph range) creating an electric current (electromagnetic) proportional to the motors power. The dynamo measures the current and the result is an indication (calculation) of the engine/motor power. There are dozens of data readings taken during testing depending on program being used. From this data it is obvious where the optimum power performance levels are and what tuning is required (air fuel mixture, timing, etc.). Be aware that this thorough process may take 6-7 hours. In the end, you will know that your car is performing at its peak efficiency.

Go then, and may the power be with you.

Speed RPM	Gear	RPM	Power HP	Torque FT/LB	Temp °F	Air/Fuel Gasoline	Lambda Gasoline	Vac Boost (Atmos)
Ramp-Up : Rate = 10								
49		3780	32.4	46 (60.5)	14.5	1.00		-0.2 inHg
53		3880	40.9	56 (60.5)	14.4	0.99		-0.2 inHg
52		3980	51.0	69 (60.5)	14.2	0.98		-0.2 inHg
53		4080	61.9	81 (60.5)	14.1	0.97		-0.2 inHg
54		4180	73.9	95 (60.5)	13.9	0.96		-0.2 inHg
56		4300	87.3	109 (60.5)	13.8	0.95		-0.2 inHg
57		4300	105.9	133 (60.5)	13.4	0.92		-0.2 inHg
58		4480	111.6	133 (60.5)	12.6	0.86		-0.2 inHg
60		4580	103.6	121 (60.5)	12.1	0.81		-0.2 inHg
61		4680	102.6	118 (60.5)	11.9	0.81		-0.2 inHg
62		4780	106.4	119 (60.5)	11.5	0.79		-0.2 inHg
64		4900	113.0	120 (60.5)	11.3	0.78		-0.2 inHg
65		4800	109.9	120 (60.5)	11.2	0.77		-0.2 inHg



Safely Transporting Your Classic Car

TOPIC 2 – Hagerty Insurance booklets, Transporting your car within the States, Towing and Trailing basics and Far and Away, going abroad, will be highlighted. (hagerty.com)

TRANSPORTING - To find and evaluate a competent/responsible transporter would include researching various options to assure confidence in your selection. Among options would be your fellow CCCA members because many have experienced this major consideration prior to personal needs or a CARavan either within the States or abroad. Other sources would be Hemmings Motor News where many transporter companies place advertisements. The internet net certainly provides a vast source of most transporters as well as "insider" info such as customer evaluations which can be very candid in their remarks. Auto auctioneers may be another source. One key to check on would be their longevity in transporting our special rare cars.

Costs — reputable carriers have similar cost structures and with few exceptions, an unusually low price would be a red flag that corners are being cut. Another website, "Federal Carrier Safety Administration", may offer additional information.

Open vs. closed transport - Enclosed transport should be the only choice for restored or high value cars. No need for further explanation. If a tarp or cover on an open carrier is being considered, don't do it. The wind *will* cause the cover to buffet and chafe/damage the finish. Cars with side curtains, convertible tops should never be transported open.

Lift gate vs ramp – Always opt for a lift gate. Loading on an inclined ramp could stress the vehicle driveline and clutches are susceptible to wear during loading. When wet, other damage is more like to occur than with an easy drive on and off lift gate.

Insurance – All properly licensed auto transport companies carry liability and cargo loss insurance for them, not you. A carrier (transporter) is liable only for its own acts of negligence.

The bill of lading is the contract of carriage between carrier (them) and the shipper (you). Verify accuracy before approval.

Check with your insurance provider for "minor" damage coverage denoted at destination.

Pickup and preparation for transport - To assure exact condition of car first clean thoroughly to allow for accurate inspection before and after transport helping to avoid damage claims. Take pictures. Other tips – Allow ample advance time (weeks or more) for shipper to schedule in your car. Supply carrier with checklist of idiosyncrasies as needed to start car, i.e. battery switch, fuel cut off switch, etc.. Additionally do not fill gas tank, about a quarter tank is best, batteries should be fully charged, do not leave loose articles, tools in vehicle trunk. and assure antifreeze level is adequate for temps at both ends

If a cover is desired, use trailer toppers such as vinyl or canvas stretched over bows to prevent touching the vehicle. Typically an open trailer would be used for shorter distances. Again, assure there are no loose tools, parts, spare tires, etc. They must be firmly secured by adequate rated ratchet straps or equivalent.

Prior to trip - assure trailer has adequate lights and brakes and they are in working order. Lights include directional, brake, and parking. In addition to lights and brakes check tires, wiring, lug nuts, hitch, breakaway wire and safety chains (be sure they are crossed, it is a law in many states).

Positioning - An electric or manual winch with a bridle harness is a great help when loading or unloading your car, especially if you are alone. It is safer and easier to ensure proper positioning. The trailer should be level with car centered. Verify tongue is at proper height to hitch.

Tying down car – after properly positioning your car, tie down the chassis or suspension using ratchet straps, secured to the trailer floor D rings. Never strap the body. As the car fluctuates due to road irregularities while under tow, if the straps were attached to the body they could/would pull out the tie strap D rings which could cause the vehicle to separate from the trailer. Many people prefer to cross the ratchet straps (right strap to left side D ring) to reduce the chance that the car will walk (move sideways).

CAUTION - If the trailer ever pushes the vehicle when stopping, stop immediately and check the trailer brakes.

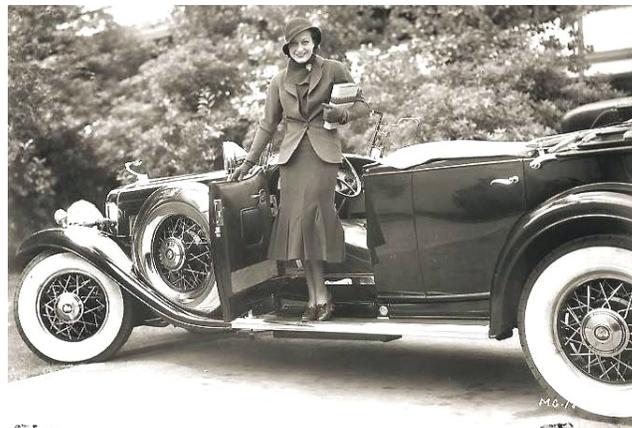
FAR and AWAYshipping abroad – When shipping out of the States, a forwarding agent is needed (allshoreforwarders.com), who also makes return arrangements. The agent lines up the people needed, handles paperwork, and provides a number of services to help you through many procedures required when shipping your vehicle. These include, book passage for your car on the ship or plane, complete necessary forms, arrange customs broker, assists in securing insurance, arrange storage pending your arrival, arrange pre-shipment condition reports and oversee proper packing of car when containerized.

Forwarder check list – What services can he provide (s/b all the above). References? Processes used to resolve disputes between forwarder or shipping company. Does company specialize in collector cars? Is the forwarder working with you an old car hobbyist?

Documents – The agent will prepare a Shippers Letter of Instructions (SLI) which is commonly used that details your vehicle ownership and where it is to be delivered. Also 6 copies of the Dock Receipt (similar to a bill of lading). You should also have Original Certificate of Title, Bill of Sale if you live in a no-title state (see hagerty.com for a list of no title states), copy of drivers license and if leased or it has a loan an OK to ship it from appropriate agency.

Ask agent about whether a Carnet (more than once in a year) or Temporary Import Bond is recommended. See the Hagerty booklets for complete information and questions.

Special People and Their Special Cars



(Above Left) Fatty Arbuckle and his 1919 Pierce Arrow.

(Above Right) Joan Crawford and her 1930 or 31 Cadillac Fleetwood.



(Left) Lincoln Theodore Monroe Andrew Perry, AKA Stepin Fetchit, and his Cadillac Phaeton.

Contributed by Jim Bowersox

Only
Yesterday



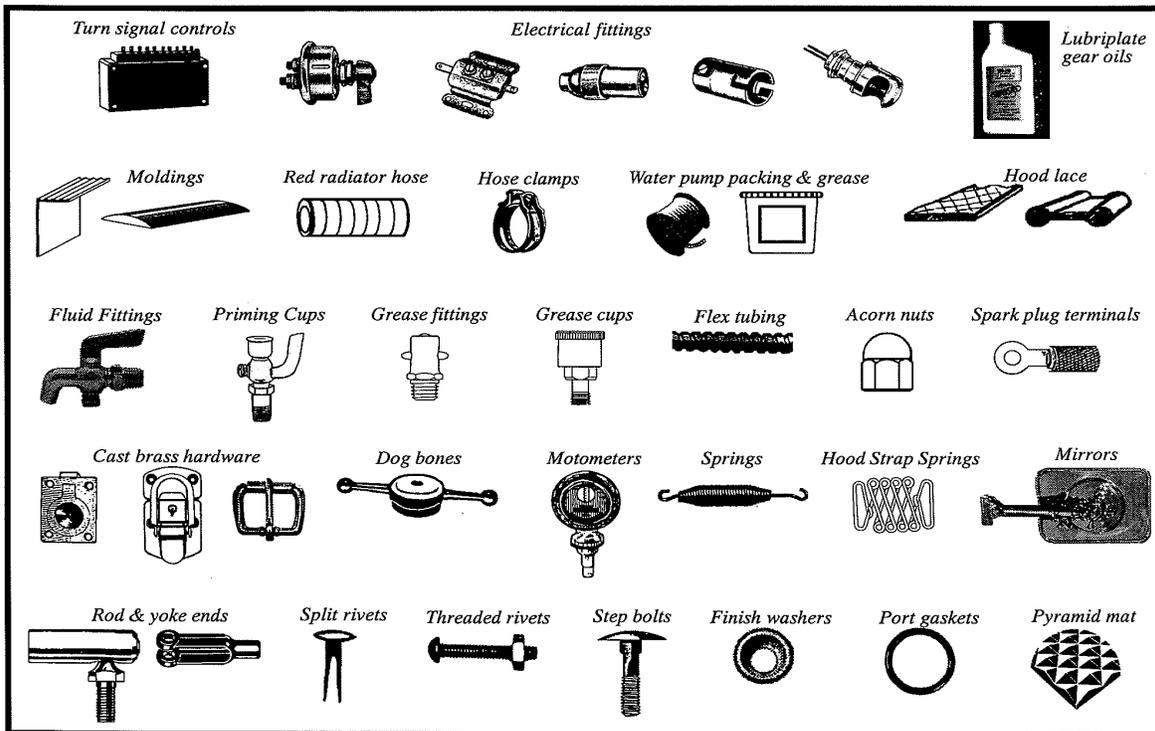
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