

THE HUB CAP

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THE HUB CAP

The Hub Cap is published quarterly by the Wisconsin Region of the Classic Car Club of America. It is not possible without the kind help of our members. Please send your articles, photos, car histories, ideas and/or just reminiscences about the club. You do not have to be a good writer, that is what your editors are for! You may contribute to the newsletter either by mail, 619 South Main Street, Lake Mills, WI 53551, email *edfors@charter.net* or call 920-648-3067.

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DIRECTIONS

by Regional Director

John Boswell II



The 2019 club activities have now been set and are included on an insert in this issue. Please make sure to keep this and mark your calendars with our events. If you're like me, events come and go (without me) because they weren't penciled into my calendar.

Our first two events of the year will "be in the books" by the time you receive this issue. A very nice group assembled for our Valentine's Brunch, organized by Paul and Jan Grant. Thank you to all who came out during the snow storm. Several club members were missing due to weather related injuries. Hopefully they are all "on the mend" and looking forward to sunnier days. Our April 17th joint venture with the Wisconsin AACCA turned out to be a very popular outing and made a nice mixer to see old friends and make new ones. Next up is the spring tour this weekend starting in Delafield. The 4th event, the *Hare & Hounds Fun Rally* is another multi-club event. This gimmick rally leaves from Carl and Carrol Jensen's home in Vernon. You must pre-register to participate, so please be mindful of our hosts (Wisconsin Jaguars) and get your paperwork in early.

The theme of the IOLA Car Show this year is "Calling all Clubs". CCCA National has asked the Wisconsin Region to represent the club at this event. The show is Thursday through Saturday July 11th - 13th. I will be coordinating the event and will be responsible for recruiting STAFF and CARS. There is no cost to volunteer for the show, but I will need your information to send to the show organizers by May 20th. They would like about 15 Classic Cars to surround our WIRCCCA booth where we will have membership and other club information. The event is planned to promote our club and activities to prospective new members.

My family has vended at all 47 of the IOLA shows, beginning back in 1972. This year I will be in our family swap spaces AE 54 - 59 but will also work the club booth whenever I can. Over the years, I have noticed a good number of our members' cars

have been in the blue-ribbon area. My intention is to contact those members and get their cars for the club display. Please contact me ASAP if you want your car displayed in our group.

Your elected board members at the April meeting approved a plan to update our club website. This makeover is taking into consideration the judging criteria put out by National to guide regions when working with their sites to score better in the annual judging. Anyone having thoughts as to what they would like to see in this revision, please contact any of your board members. This is your opportunity to provide input into how the rest of the world views our club's activities.

Looking forward to sunny days and safe motoring!

ON OUR FRONT COVER

This 1930 Packard 733 Convertible Coupe
is ready to take its driver golfing
*Photo taken by Thomas Edfors
at the 2018 Milwaukee Concours D'Elegance*



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A HEARTFELT VALENTINE'S BRUNCH

by Bruce Butler

The Seven Seas Restaurant, nestled in the scenic hills of the Kettle Moraine on the east shore of beautiful Lake Nagawicka, was once again host to the 2019 WIRCCCA Valentine Brunch. We had an outstanding attendance of 31 members and guests who were treated to Champagne, Mimosas, Chef's Station Omelets, Prime Rib with Au Jus and Crab Cake and Eggs Benedict. In addition, there was more bacon, sausage and other meats on the tables than anyone could possibly consume.

Our new Regional Director, John Boswell, kicked off a short presentation which included awarding Bill Tess his Director's pin, recognizing his two years of dedicated service as Regional Director serving 2016 to 2018. John also reviewed some of the many exciting upcoming event that have been planned for 2019.

CCCA National President, and our very own Wisconsin member, Carrol Jensen, provided a short overview of the January Annual CCCA Meeting in Scottsdale, Arizona. She also unveiled the Beverly Rae Kimes Outstanding Regional Editor Award that Joyce Edfors received for the Wisconsin Region's 'pride and joy publication' *The Hub Cap*. This is a great honor for Joyce who was unable to be there to accept it in person due to an

unfortunate accident on the ice. Then the group adjourned to the bar for our free drink (or two) and further enjoyed each other's company.



*Past Regional Director, Bill Tess,
being presented with his Director's pin
by our current Regional Director, John Boswell*

We would like to thank Jan and Paul Grant for putting their hearts and hard work in this terrific Valentine Brunch.

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ARIZONA - NOT JUST FOR SNOWBIRDS

by Carrol Jensen

I was elected your club President at the CCCA Annual Meeting in Branson, Missouri, in April of 2018 and nine months went by very quickly while planning the Annual Meeting to take place in Scottsdale, Arizona, in January of 2019.

Scottsdale seemed the perfect location for a CCCA Annual Meeting to be held in conjunction with the famed Auction Week. Our host hotel was the Scottsdale Resort at McCormick Ranch. Many commented on the wonderful staff, rooms and great central location that was enjoyed by all.

There was an opening night cocktail party on Sunday, January 13th. On Monday was the Grand Classic®; 14 cars to be judged and another dozen or so for exhibition only. Carl and I shipped our 1948 Jaguar to the event and Wisconsin Region member and Executive Director, Jay Quail, shipped his 1933 KB Lincoln Limousine. The Warshawsky Best of Show Award (and cover car of your 2019 Handbook & Directory) went to a beautiful 1935 Duesenberg Bohman & Schwartz Berline, owned by member Rob Hilarides from California.

Tuesday through Thursday mornings were spent in a variety of business and member meetings. Some of the highlights of the week included a Tuesday lunch and a tour of the famed Musical Instrument Museum (MIM); a location that should not be missed on any trip to Scottsdale. This beautiful architectural wonder is home to instruments from all around the world from all periods of time and are displayed magically throughout the building with easy to use interactive displays. All members were part of a docent led tour but also had time to walk around on their own and view the demonstration room where, yes, they could try out a variety of different instruments.

After business meetings on Wednesday, we were off to another tour and lunch at the 16,000 sq ft Wrigley Mansion (the smallest of William Wrigley Jr's seven mansions). Sitting atop a 100 foot knoll with views of both Phoenix and Scottsdale, the view of the Arizona Biltmore Hotel is poignant because Mr. Wrigley owned it! It took over two

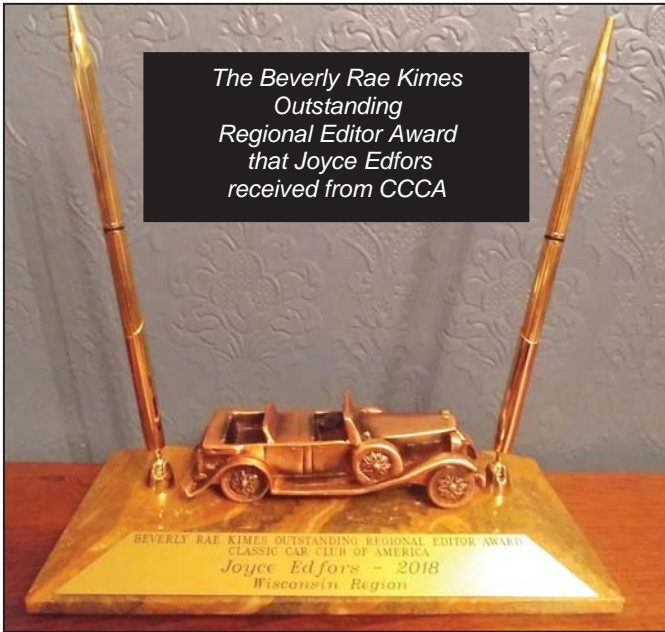
years to construct, from 1929-1931, cost 1.2 million dollars and has 24 rooms, including 12 bathrooms. Much of the beautiful Spanish colonial tile was shipped to Phoenix from a Wrigley owned tile factory in California; hauled by mules.



A fun time was had by all while being serenaded by a singing cowboy

Wherever an annual meeting is held, coordinators always try to include some local flavor and fun and that is exactly how Jay Quail set up the Regional Awards banquet on Wednesday night. **Cowboys and Classics** was the theme, and everyone was encouraged to dress the part. It included entertainment from a singing cowboy and his horse during the cocktail hour before we went in for a true southwest dinner of steak grilled with a CCCA branding iron and all the fixin's of corn on the cob, beans, mac and cheese, etc. and ended, appropriately, with cherry cobbler.

The Regional Awards Banquet is the time for the regions to shine. The Wisconsin Region shined this year with 2nd Place in the McManus Publication Incentive Award and our own Joyce Edfors received the Beverly Rae Kimes Award for Outstanding Editor of a Regional Publication. What an honor both awards are for Joyce and Assistant Editor, Tom Edfors.



Other than the opportunity to meet and greet friends and spend time enjoying all things automotive, another benefit of attending a CCCA Annual Meeting is to visit collections not normally shown to the public. We were delighted to have three such collections open to us starting on

Tuesday with Bill Pope after the MIM lunch visit. The Pope Collection has examples of Bugatti, Voisin and Ferrari(nc) as well as a wonderfully fun collection of pedal cars. On Thursday we saw the "not yet open to the public" Janet Cussler Collection. Janet and Clive have created a new collection in Scottsdale with fabulous brass-era vehicles and Full Classics® including a 1921 Stutz Bulldog. After spending time with the Cussler's, we traveled to lunch and a great tour of the Breslow Collection of both Full Classic® and other wonderfully restored or newer sports cars.

On Thursday night, as our final event, we were off to the RM Sotheby Auction at the Biltmore Hotel with priority seating and free bidding passes for those out shopping. Paul Grant flew down on Jan's instructions to purchase a beautiful 1937 Packard Coupe at the auction!

Our upcoming 2020 Annual Meeting will take place at the Valley Forge Resort & Casino in King of Prussia, Pennsylvania, March 25th-28th. Plan now to join us and explore the Nicola Bulgari Collection and the Simeone Foundation Automotive Museum. Both are world renowned and not to be missed.

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FRANKLIN

THE CAR THAT COOLED AMERICA

by Brandon Butler

When most people think of Full Classics® they think of the Cadillac, Packard or Duesenberg. But, if you know me, you know I appreciate all cars and I personally love to research and find unusual automobiles. For instance, my 1949 Crosley Hot-shot_(nc) is a very different sports car compared to, say, an MG or Triumph_(nc's). This is why I have so much interest in Franklin motor cars, because of their unique engines and strange designs. So, when I went to the Hershey Car Show last fall, I had the goal of finding just one car and interviewing the owner and it was no surprise that I chose a Franklin. The particular vehicle I chose was a 1931 Franklin 15 Deluxe.



Before we get into discussing this automobile, let's talk about the history of the Franklin. The Franklin automobile company started in 1902 by founder H.H. Franklin of Syracuse, New York. He was originally a die cast manufacturer and made things like gears and bearing caps until he teamed up with John Wilkinson to develop an air-cooled engine. By 1905 Franklin was the first car company to use a Y Cylinder engine and, in 1907, the first to use an automatic spark system. Franklin was a luxury car brand trying to compete with Packard, Lincoln, Pierce-Arrow and, of course, Cadillac. By the late teens Franklin sales were slowing down due their strange hood design.

People simply did not like the looks of a no radiator vehicle. In 1920 Franklin redesigned their cars to include a fake radiator. This design strategy resulted in a slight increase in sales, but that was short lived.

In 1932 Franklin made a huge statement by manufacturing a V12 air-cooled "supercharged" car. It was supercharged, but not like a traditional supercharger, since this supercharger was just a fan blowing air and there was no pressure involved.

The Franklin Car Company has been known for their strange body designs since the early twenties and even more well known for their air-cooled engine. They were the first to successfully use four-cylinder air-cooled engines in their cars. Unfortunately, they were defeated by the Depression and stopped automobile production completely and focused their efforts on building airplane engines. Another innovative automobile company by the name of Tucker used a Franklin designed helicopter engine in their cars in 1948 although Tucker did have to modify the engine a little by converting it from air-cooled to water cooled.

Back to Hershey and the 1931 Franklin 15 Deluxe. This vehicle had a six-cylinder air-cooled engine, which produced about 100 horsepower and was Franklin's largest automobile they offered in 1931. The vehicle offered a very comfortable ride and had many nice styling features, including being bodied by Dietrich, which included dual side mount tires. The owner's name is Walter Miller, he was kind enough to spend time giving me the full history of his car. He told me the Franklin was driven up to approximately 1948, then it was put into a basement. At that time it had 97,000 miles. The car was left near a window in the basement and many people asked about the vehicle, leaving the prior owner very frustrated. So, he took the action of writing "Not for Sale" on the hood which can still be seen in the pictures.

The previous owner was an elderly man from Pennsylvania who had around 100 vehicles. His mechanic worked on this Franklin getting it running and driving before the owner passed away. At that time, all the elderly man's car collection went up for auction. Of all the cars in his collection, the Franklin was one of the cheaper of the vehicles. Bidders didn't even give this Franklin the time of day, so the mechanic purchased the car; it was the only vehicle he could afford. The mechanic owned the car for another year until he listed it on Craigslist. Walter saw the listing and was interested in the Franklin for two main reasons; it was in original condition and it was a car purchased from where he is from, Syracuse, New York. When he got the car, it was running. But when he drove it, the clutch was basically gone, so he shipped the car to Rochester, New York, where the car was gone through me-



chanically. He then attempted something which actually sounded like a lot of fun. He wanted to drive the car from Rochester to Hershey, Pennsylvania, for the Saturday show. Unfortunately, he made it about 100 miles and it quit. The Franklin was burning oil which left a terrible smell in the interior. He gave up and instead drove his Lancia(nc) to Hershey and his friend, Tim, trailered the Franklin to the show. I asked about his plans for the car and he said he wants to keep it running and in mechanically sound condition. He also plans on leaving the outside the way it is, to preserve the history.

Clearly, this is not your traditional favorite car from the Hershey Car Show, but then again, I like non-traditional and unique automobiles. I enjoyed talking to Walter and learning about one of my favorite car brands.

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AMELIA ISLAND ADVENTURES

by Deb Korneli

Sunday, March 3rd, marked the starting date for our annual trip to the Amelia Island Concours d' Elegance in Florida. As most trips are for us, we hardly ever go straight to our final destination. It started with us picking up John Boswell. He had never been to Amelia Island before. The plan was to get through Chicago, Indianapolis and Nashville without hitting any rush hour traffic on our way to Atlanta. We were hauling our XK120 Jaguar_(nc) which had been invited to the Concours. Trailers and rush hours are not fun. We actually made it through Indy before we stopped for the night.

Our stop in Atlanta had a two-fold purpose. We have been restoring an SS1 Jaguar_(nc), a car that Mike bought on eBay in 2005 has actively been working on the restoration for about 1½ years and thinking about it for 14 years. Last year, two of our SS1 friends gave us wood frame pieces to use as patterns and Mike was returning them and a few other parts. The next day we were picking up Bunni Boswell who was flying in from Phoenix where she had been working. We managed to miss the rush hour in Atlanta too, which is almost always in a state of rush hour. Bunni's flight arrived just before noon. She took the shuttle from the airport to the hotel so we would not have to try to drive around the airport with the car trailer. A quick lunch and we were off to Amelia Island to start a nice four-day weekend. But...our truck had a different idea.

We were set to stay just off of the island and hoped to arrive by 7:00 p.m. We stopped just outside of Savannah, Georgia, to fill up with gas. Back on the road the traction control light started flashing off and on in unison with the maintenance light. The check engine light joined in. The transmission was not shifting. Mike did not want to stop because he was afraid the tranny would just quit working. I put a call into Hagerty Insurance to see if they could locate the nearest Toyota dealer. We were hoping it was something simple, maybe just a reset of something and we would still make it to our destination at a reasonable hour. The dealer was an hour away and they said we had to arrive before 6:00 p.m. but they probably couldn't look at it that evening. We pulled in at 5:30 p.m. but they told us to come back first thing in the morning. We

found a not 'so quality' Quality Inn with enough space to park the rig.

Up bright and early we headed back to the dealer. We were third in line. After waiting about an hour with no word we thought this was good news. They must be fixing the problem (what I failed to mention is the truck is a 2017 with 15,000 miles on it). Finally, the technician came out *without* a smile and said, "come with me and I'll show you what is wrong". Seeing the engine with a scope inserted and the tech saying "you have an engine problem" blew us away. That was a bit of a stretch. What we had was a mouse problem. The scope showed us a mouse nest under the manifold. They had chewed through the wiring harness. The tech thought they could have the part and get it installed by 11:00 a.m. the next day. Not wanting to miss anything at Amelia, we rented a car and told them to call us when it was done. An hour later we were on the island and viewing auction cars, many of which were gorgeous Full Classics®.



Friday we again viewed auction cars and looked at all the vendor booths. Then Mike and I drove back to the dealer to pick up the truck and trailer. Saturday was Cars & Coffee. We walked through about 500 cars and talked with car friends we've met through the years. We took a lunch break and then went to watch the auction cars drive in and out of the auction. I can't tell where the secret spot is but we were up close and personal.

Sunday was the day of the Concours d'Elegance. We lined up at 7:30 a.m. to enter the field where we parked with nine other XK 120's. Judging for our group was finished by 10:30 a.m. David Hobbs, David Hinton and John Mayston-Taylor were the judges for the our class. They were very thorough and knowledgeable judges. I may be biased because they awarded our 120 with the Best in Class trophy!

There were 300 beautiful cars on the show field, 130 judges and 38 classes. Race Car driver Jack Ickx was the 2019 Honoree. I can't even guess how many volunteers were there.

As an entrant, we drive in and enjoy sharing our car and its story. As a spectator, we come in and enjoy four days of auctions, seminars, show cars, art work, friends, great weather and more. Some of us come in and enjoy all that is there just for us and some of us look around at all it takes to put on such a great event. All I know is that I'm glad to escape Wisconsin to be part of this every year.



WIRCCCA is proud of Mike and Deb Korneli for winning the Best of Class Award with their beautiful XK120 Jaguar(nc)

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HISTORY ALL AROUND US

by Thomas Edfors

While this issue of *The Hub Cap* is being put together, edited, proofed, printed, stuffed into the stamped and labeled envelopes (we stamp and label them) and mailed to you, Joyce and I have also been really busy basically working our tails off on a car tour and will be doing so until the tour actually happens the first week of June. This tour however will not have any Classic cars as this will be a tour for pre-1916 automobiles only, cars from the brass-era, and is not a one-day tour but four. This means lots of miles to be driven and food and entertainment to arrange. Each day has different routes and locations to visit and each could be used for a future WIRCCCA day tour if someone wants to do so. Mostly the tour will be in Jefferson, Rock and Dodge Counties.



*Oshkosh Steam Wagon
The 1878 'First' Race Winner*

Putting on a good tour, no matter who for, requires a lot of research in order to have interesting routes, historical places to visit and interesting events to attend. This tour is no exception and this is the point of this article. I have discovered that the state we live in, Wisconsin, has a lot of fascinating history. We have Paleolithic and Late Woodland and Mississippian Culture sites and effigy and burial mounds scattered throughout southeastern Wisconsin. Here in Jefferson County



Chief Blackhawk

is the ancient village of Aztalan (circa 1000 AD). The Black Hawk War of 1832 saw Blackhawk's British Band (so called as they had sided with the English rather than the French during the fur trade era) moved throughout the tour counties. Some of the militia and army regulars who were here had future very important rolls to play and included Abraham Lincoln, Jefferson Davis, Zachery Taylor, Albert Sidney Johnston and Robert Anderson who commanded Fort Sumter at the start of the Civil War.

Of more interest to us car enthusiasts is the automotive and other mechanical history of Wisconsin. Indeed, there appears to have been 176 car manufacturers in Wisconsin, 67 alone in Milwaukee. These included steam, electric and gasoline cars and of all styles, including quite a few high wheelers. Many only got to the prototype stage but others went on to become leaders in the industry. The first self-propelled vehicle race was here in Wisconsin, in 1878! The route went through communities we will tour through - Watertown, Jefferson, Fort Atkinson, Milton and Evansville. Speaking of races, we have one of the oldest, continuing used automobile race tracks in the world, The Milwaukee Mile. Race cars built by Harry Miller continue to go the Mile and run the course each summer. Harry Miller was born in Menomonie. Prior to Ford's 1896 Quadricycle Gottfried Schloemer built an automobile here in Milwaukee in 1892. This still exists and can be seen in the Milwaukee Public Museum. Wisconsin was the first state to number their roads, all except the Yellowstone Trail. This road was started in 1912 and went across the country from Plymouth Rock to Puget Sound and passed through Wisconsin. Over in little Cambridge, along the shores of Lake Ripley, Arthur Davidson and Ole

Evinrude spent time together and, of course, are famous for Harley-Davidson motorcycles and Evinrude automobile and outboard boat engines.



Ole Evinrude

As is tradition, our tour will visit Hartford where the Kissel, Ruxton and Lever automobiles were made. There is a 'new' exhibit at the Wisconsin Automotive Museum there, a 1910 Badger. Made in Columbus, this was typical of cars built in small towns not only throughout Wisconsin but also all of America. This one is the only surviving Badger known to exist and worth going to see. I would prefer that it was in my garage rather than in the museum. There is a story to that but another time.



Milwaukee's own Gottfried Schloemer and his automobile

All in all, a four-day tour is quite an undertaking. It seems as though we have driven hundreds of miles already (oh, that's because we have!) and we have to do it all over again, probably a couple of times, to make sure all the roads are still passable. We have had a great deal of trouble with the flooded roads in our area and, with the recent rain and snow, some still are closed. I highly recommend finding roads with no more than 45mph speed limits to keep the routes safer and to let everyone enjoy the sights and sounds of the beautiful Wisconsin roadways. One should always re-run the routes just before a tour. We had a bridge go missing on a three-day tour we planned in 2015 and only found out a day before the tour was to start! Joyce ended up staying up most of the night to correct the tour books. But, what I have found each time we have hosted a tour is that history, and some which is extremely interesting, is all around us. I encourage all of you to volunteer to do a tour some time and then you may see firsthand things that you live near but had no idea existed while planning your tour. There is so much more history, and not just automotive, in Wisconsin than we realize.

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MARGARITAVILLE - WISCONSIN STYLE

by Bunni Boswell



Wednesday, April 17th, a joint club event was held at the *El Beso* (translation - *The Kiss!*) Mexican Restaurante in Greenfield. More than 40 members of the Wisconsin Region of the Classic Car Club of America and the Wisconsin Region of the Antique Auto Club of America met for dinner and drinks. The weather gurus were predicting that thunderstorms would move in and put a damper on our gathering but, thankfully, the storms never materialized. The food was great, the Margaritas even better and a good time was had by all.



Lots of catching up going on

Flyers promoting the May 11th Spring Tour and the Milwaukee Concours d'Elegance were available

for everyone. There was also a sign up sheet for members to volunteer at the 47th Annual Lola Car Show, July 11th -13th. *Calling all Clubs* is the lola theme this year and, with that in mind, National has requested that WIRCCCA have a membership booth and 15 of our cars at the event. The goal is to promote the club, its activities and to help grow our membership.

Our evening at *El Beso*, ended not with a kiss, but with mariachi singers taking requests and serenading our group. I requested *Guantanamera* - a favorite song of mine on a well-worn Trini Lopez album we had when I was a teenager. Thanks to Rosemary and Warren Jensen for selecting the venue and to Kathy and Dick Clarey for handling the arrangements.

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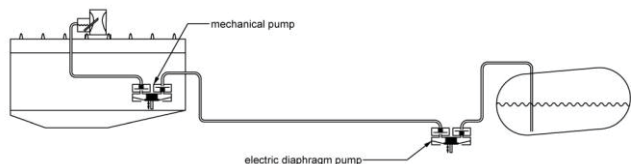
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Various cars mentioned are non-classics
but "nc" has not been inserted.
This the final installments of this series
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Of course the traditional solution is to install an auxiliary electric pump. Some bypass the original mechanical pump entirely and run solely on the electric. Of course many old cars and virtually all post-modern cars only have electric pumps. This should effectively alleviate driving vapor lock problems where the heat in the fuel pump is the problem. It does not help with vapor lock focused on a heat soaked carburetor bowl, as I discovered on both my Packard and Jaguar.

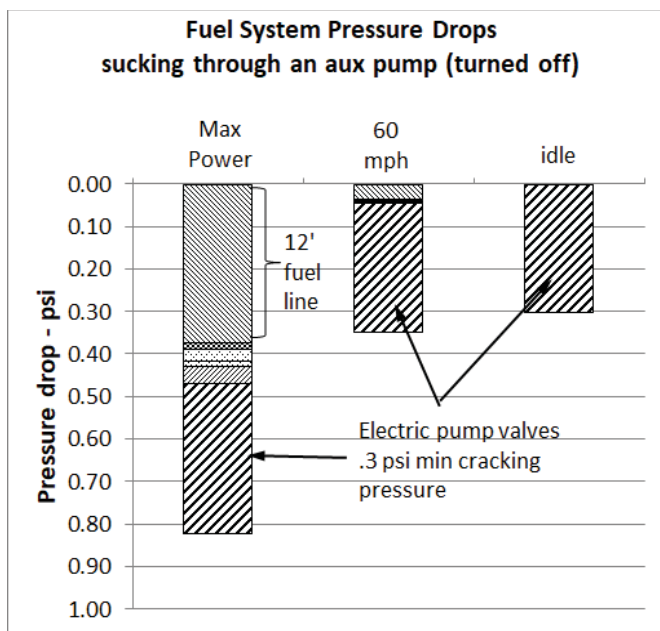
Where I have installed auxiliary electric pumps the main reason has been to refill the carburetor before starting to minimize cranking and stress on the rare starter, and to serve as a backup in case of failure of the primary mechanical pump. The main risk of serious mechanical pump failure is a leaking diaphragm – which of course is more likely with ethanol blended fuels. Vapor lock has been only number three on my list of reasons to install an auxiliary electric.

The following figure illustrates the typical scheme for an auxiliary electric pump where the electric is simply installed in series with the mechanical pump.



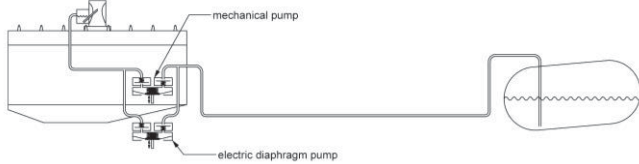
Typical series electric pump arrangement

This is the simplest way to plumb an electric, but if the mechanical pump's diaphragm fails the electric will force raw fuel into the crankcase creating an oil dilution problem at best and a fire hazard at worst. The general recommendation is to mount the pump as close to the tank as possible with the idea that pumps "push better than they pull". This idea is in keeping with minimizing the length of line between the tank and the electric's suction side reducing both smooth flow and fluctuating pressure drops. A problem is that the engine's mechanical pump must suck through the valves of the electric when the electric is turned off, reducing the pressure at the mechanical inlet and exacerbating the problem of vapor lock. With a very low "cracking" pressure of only .3 psi assumed for the electric's valves, the smooth flow pressure drop increases for all conditions including idle, unless the electric is turned on to solve the vapor lock problem it now helped to create.



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For these reasons I usually install the electric in parallel.



Parallel electric pump arrangement

Here the valves of both pumps provide the check valves needed to keep either pump from short circuiting flow around in a circle instead of forcing it forward to the carburetor. The electric pump can be mounted on the outside of the frame rails, away from the exhaust system and be close to the mechanical pump without running additional lines along the length of the chassis to the tank. The mechanical operates the same as originally without sucking flow through the check valves of

the electric, and if the mechanical's diaphragm leaks the electric is prevented from pumping fuel into the crankcase by the mechanical's outlet check valve. Note that if the mechanical's diaphragm has failed it is still oscillating slightly and conceivably could still pump some fuel into the crankcase (or leak outside), so the electric will save you from stranding but the mechanical needs to be dealt with ASAP.

The parallel arrangement is shown with the auxiliary electric pump near the mechanical pump. Often it is easier to find more room closer to the engine and away from exhaust systems and bouncing rear axles. The pump can be moved back near the tank but requires additional fuel line to be run along the frame.

These two systems assume the electric pump is a "thumper" diaphragm pump operating on the same

Continued on page 18



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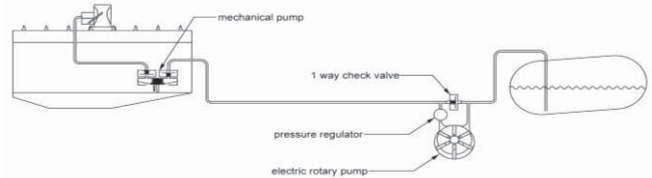
principle as the mechanical pump except driven by an oscillating magnetic solenoid. The thumper has the same issue as the mechanical in having fluctuating flow tending to pull vapor into the pump inlet, however the typical electric thumper oscillations are on the order of less than 1/2 the rate of the engine driven pump at highway speeds, meaning less than 1/4 the pressure fluctuations, and of course the electric isn't mounted to a hot crankcase.

The other type of electric pump generally available is a rotary vane pump, shown partly disassembled in the following picture.



Carter P4259 6V rotary electric pump


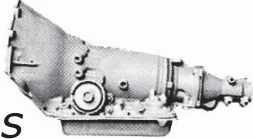
The rotor is turning continuously providing a smooth flow of fuel. Unlike the diaphragm pump with sealing check valves to force flow in only one direction, the vane pump has leakage when not running that allows backflow, and it also has a large pressure drop when trying to suck flow through it. For the common series installation near the tank both the rotary's inlet and outlet ports need to be teed into the main fuel line and a check valve installed between them.



Series arrangement with rotary electric pump

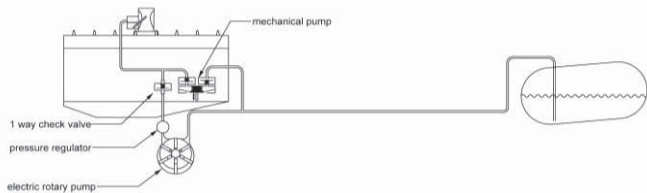
This prevents the rotary from just circulating fuel round and round in a short circuit. This means the mechanical needs to pull flow through the check valve when the electric is not running. I have used .3 psi cracking pressure for my calculations because this is the lowest value I found for fuel compatible 1-way check valves. Since a rotary doesn't have a spring loaded diaphragm that defines the maximum outlet pressure, it likely will produce a higher outlet pressure than the carburetor float valve was designed to resist. For this reason a pressure regulator should be installed somewhere downstream of the rotary and set to no more than the maximum pressure specified for the carburetor being used. Given the possibility of fuel boiling in the carburetor after heat soaking and reducing the pressure the float valve can resist, it is probably best practice to mount the

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regulator directly to the rotary's outlet port before teeing into the main line and set the regulator outlet pressure to less than the carburetors specified fuel pressure. This would reduce the potential for a rotary overflowing the carburetor – a definite fire hazard.

The parallel installation has the same advantages for the rotary as the diaphragm pump, but still requires a regulator and check valve in the system. Here though the check valve is on the pressure side and only affects the electric pump's flow.



Parallel arrangement with rotary electric auxiliary

Again the electric could be mounted near the tank to “push” instead of “pull”, but there is less reason to consider this with the rotary since it has a steady flow instead of the start and stop flow of the diaphragm pumps.

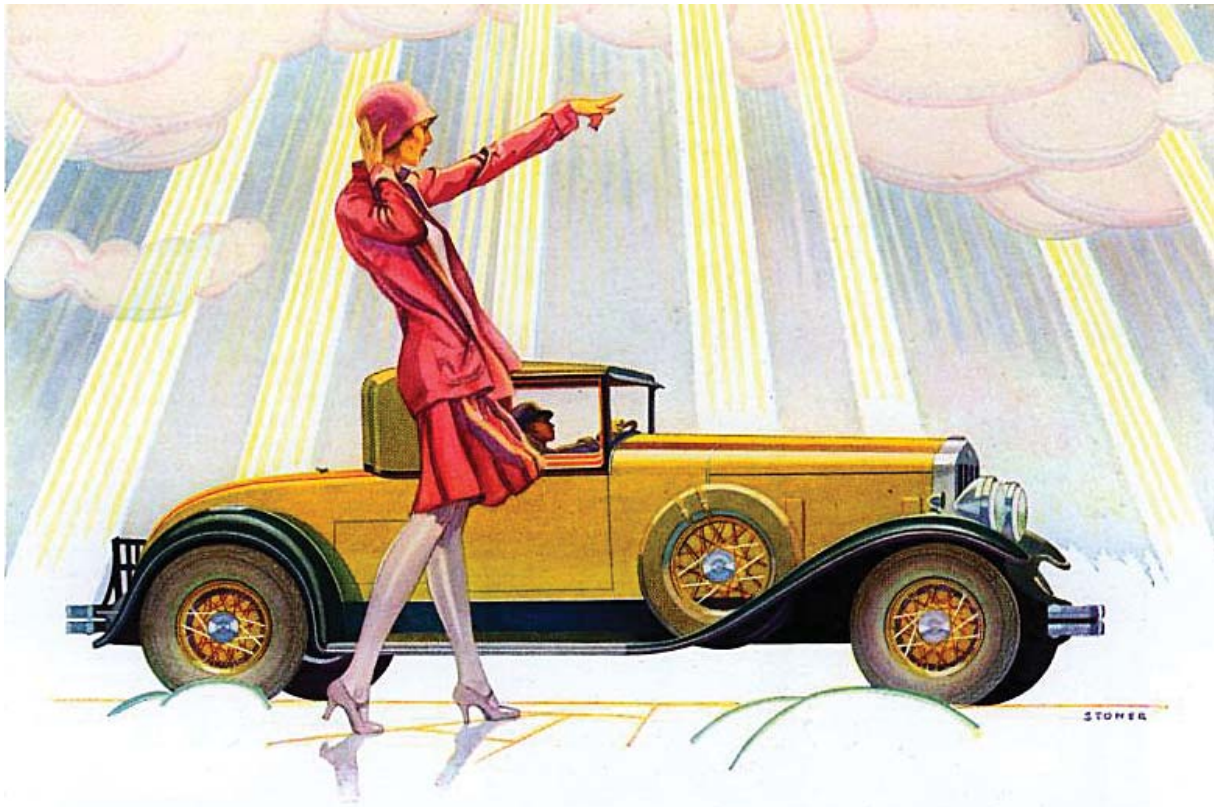
Originally I installed an AC Delco 6 volt thumper pump that lasted for 15 years on my Packard that worked well. By the time it failed it was no longer produced and the choices in 6 volt pumps were down to only three. There are two versions of 6 volt diaphragm thumper pumps, with the only difference in them being that one is rated for 4-6 psi outlet pressure and the other for 3-4 psi. Theoretically 4-6 psi outlet pressure is too high for most carburetors and could flood them. I have installed 3 of these pumps and they seem to work for no more than a month before they stop being able to even refill a cold carburetor. The last one being replaced would audibly “thump” but pump no fuel when mounted in the car. It was tested off the car and found that starting from dry (no fuel in the pump or lines) it could suck fuel four feet above the level of the fuel in the tank. A new pump was then tested dry and sucked fuel 5 ½ feet above fuel level. This demonstrates these diaphragm pumps have no basic problem “pulling” instead of pushing”. When the old one was mounted in the car, it was found that with the outlet line pinched off to stop all flow it would slowly build up to the stated maximum pressure of 4 ½ psi, however with just very tiny flow rates the pressure dropped to

less than 1 psi, and with the fuel flow restricted to just dribbling drops the pressure dropped to 2 psi. The same characteristics were repeated for a new pump before installing. Basically it appears these two 6 volt diaphragm pumps are very limited capacity, although others have reported satisfactory service from them.

On the other hand the Airtex E84259 rotary was able to suck fuel over 5 feet above tank level when dry, and generated large flow rates while doing it. It developed up to 8 psi pressure demonstrating that the fuel pressure regulator is needed for this pump. The Carter P4259 pump appears to be identical to the Airtex. This pump is overkill for the typical old car. However there is no doubt it will be able to supply suction, pressure and smooth flow when needed.

Another alternative for 6 volt cars is to obtain a 12 volt pump and add an electronic voltage up converter. Very efficient up converters with 10 amp capacity are now available online for less than \$30. 12 volts opens up a wider range of potential pumps, including larger capacity “thumper” diaphragm pumps still produced aftermarket for English cars such as Jaguars. The larger “thumpers” have the advantage of being able to hear them in the car when turned on, with the thumping slowing when the carburetor is filled and stops flow in the system. This is handy as the thumping serves as a reminder to turn it off when not needed.





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