

# 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](mailto:edfors@charter.net) or call 920-648-3067.

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# DIRECTIONS

by Regional Director

Bill Tess



Greetings and Happy New Year to all Wisconsin Regional members and thank you for your 2018 club renewal which puts you back in the driver's seat for another "Classic car" year. The region is now celebrating **50** years of continuous dedicated spirit, activities and events, publications and friendships

centered around "rolling sculptures" and in most cases, a lifelong fondness for the Classic era automobiles, with emphasis on the Full Classics®.

Let's begin the year with simply marvelous news! Announced at the annual regional meeting in November, Carrol Jensen has been elected by the National CCCA Board to be the new President for 2018. This is a well-deserved and huge accomplishment for Carrol and comes after her years of extraordinary work and success at both the regional and national levels. Another reason to attend the upcoming National Annual Meeting on April 11 - 14 in Branson, Missouri. Take another look at pages 8 - 9 of the November 2017 *Bulletin* as a well as the inside back cover for event details.

My heartfelt **thank you** to retiring board members, Ron De Woskin and Ray Weihofen for their years of faithful service to the club. Also to former board manager John Welch for his role in including our region in the grand Ephraim Hill Climb weekend. Another big thank you to all the splendid hosts of our numerous 2017 activities along with our award winning editors of *The Hub Cap* which is truly the heart and soul of the club. Sadly, on November 27<sup>th</sup> we lost past active member Karl Wieland, a second-generation member of the Wieland family and a great supporter of club events.

It is my pleasure to welcome new board members Andy Bogusz, John Boswell II and Paul Grant. These new managers, plus the returning team, make for an exciting year ahead.

We are already off to a fast start on our activity schedule thanks to a number of club volunteers. Our first, and very popular, gathering will be the annual Valentine's Brunch on Sunday, February 11<sup>th</sup> which will again be held at the Seven Seas restaurant overlooking Lake Nagawicka in Hartland. By now you should have received the invitation from Gregg and Chris Hotson.

The club continues to establish goals and objectives to take us into the next decade! We will be actively pursuing new members of various ages. We will continue to develop and strengthen our website to provide the opportunity to move new readers to take the next step and join National and our region online. On the financial and operations picture, new treasurer, Paul Grant will bring a world of experience and new concepts to the club business plan. With the three new board members joining the returning staff, it is sure to be another successful year.

The location and timing of our 2018 board meetings have changed. They will now be at 5:30 p.m. on the first Thursday of February, April, June, August and October. The new location is the Summit Credit Union Community Room on 101<sup>st</sup> Street and Greenfield Avenue in West Allis. The reason this was done is that the new board members are still working. We also hope that holding the meetings in the evening, at a more central location, will encourage the general membership to attend and participate. Everyone is welcome!

Our year kicks off with another outstanding issue of *The Hub Cap*, packed with interesting articles and the 2018 calendar of activities and events. For those who missed the annual dinner, I wish to announce that Carl and Carrol Jensen presented the "Club Spirit" award to Joyce Edfors, who is well deserving of this prestigious accolade.

I look forward to seeing all our members enjoying the planned events during this celebratory 50<sup>th</sup> anniversary year. Happy Motoring!

## ON OUR FRONT COVER

From left: Paul & Jan Grant's 1932 Packard Coupe Roadster,  
Bill & Maia Tess' 1939 Alvis Sport Salon  
and Herb Brumder's 1938 Bugatti Type 57  
at Lake Michigan in Racine

*Photo by Thomas Edfors*



# RESTORATION OF A 1932 PACKARD STANDARD 8 ENGINE

## FINAL STEP - REPRODUCTION CARBURETOR INSTALLED

by Dick Profio & Paul Grant

In our last article, *"Too Many Issues with the Original Carburetor – Time to Punt on Its Repair,"* we noted that the engine restoration was complete except for a misbehaving carburetor. After disassembling the carburetor, we described the numerous issues identified that led to the decision to invest in a reproduction carburetor. The article concluded with a discussion of the superior material, casting and machining used in the construction of the reproduction carburetor and our promise to share the results after installing it.

Finally, after the lengthy series of articles about the engine restoration project, we are pleased to provide the following epilogue:

The replacement carburetor was delivered by the carrier just in time for the cold weather to arrive. We were like two kids on Christmas morning eager to open our presents. Despite the frigid weather, we got to it the very next day.

After opening the shipping box we closely examined the carburetor, examining every visible component in cautious detail and expressing our surprise at how heavy it was compared to the original.

Once satisfied the carburetor survived shipping unscathed, we installed it and rolled the engine and stand out of the garage to prepare it for starting. Since this was our second endeavor to start the engine, reconnecting the battery, gas supply and garden hose went quickly.

### Gentlemen Start Your Engine

With a fire extinguisher and cell phone handy in the event of a mishap, everything is in place. Dick calls-out a hearty "Gentlemen Start Your Engine!" and Paul engages the starter. Within 10 seconds or so, gas flows through the carburetor and reaches the spark plugs. The engine fires up to life ostensibly for the first time in over 50 years - that is one long nap.

The engine was allowed to warm up at idle for a few minutes while Paul kept a close eye on the oil pressure gauge. The engine idled smoothly and the oil pressure was within specifications. At last it was time to apply the accelerator. (*As you may recall from our previous article, the original carburetor was in place when the engine was first started. However, every time the accelerator was applied, the engine stalled. We suspected the problem was due to issues with the original carburetor, particularly the accelerator pump, but we weren't certain of our diagnosis. Consequently, running the engine with the reproduction carburetor was the moment of truth for us.*) At this point, Dick said to Paul "attention TV viewers – don't attempt this at home" and applied the accelerator. The engine responded with a powerful roar, which was particularly audible without a muffler. Dick next cycled the accelerator from idle to the roar of high rpms, multiple times with the same successful result.



Ultimately we listened closely to the smooth running engine for about fifteen minutes, plenty of time to satisfy us that the engine ran well and that our lengthy restoration process has come to a successful conclusion.

Thank you for hanging with us through our series of articles about the 1932 Packard Standard 8 engine restoration. We hope you enjoyed them and learned a few things along the way, or at a minimum, you were amused by our missteps.

## 2018 ACTIVITIES

**FEBRUARY 11<sup>th</sup>... Sunday** Valentine's Brunch, Seven Seas, Hartland, WI *Gregg & Chris Hotson*

**APRIL 11<sup>th</sup> - 14<sup>th</sup>... Wednesday - Saturday** CCCA Annual Meeting, Branson, MO

**MAY (tba)** Spring Tour *Tom & Joyce Edfors*

**JUNE 1<sup>st</sup> - 3<sup>rd</sup>... Friday - Sunday** CCCA Museum 2018 Experience, Hickory Corners, MI

**JULY 14<sup>th</sup>... Saturday** Wisconsin Region club picnic, Franklin, WI *Paul & Jan Grant*

**JULY 1<sup>st</sup>... Sunday** Ken Hollub Memorial Car Show, Waukesha, WI *Brandon Butler*

**AUGUST 4<sup>th</sup> - 5<sup>th</sup>... Saturday - Sunday** Milwaukee Concours d'Elegance, Milwaukee, WI *Carl & Carrol Jensen*

**August 12<sup>th</sup>... Sunday** Botham Vineyard Car Show, Barneveld, WI

**August 18<sup>th</sup>... Saturday** Baird Cars & Coffee & Cookout, Mequon, WI *Paul Westphal*

**AUGUST 26<sup>th</sup>... Sunday** Geneva Concours, Geneva, IL

**SEPTEMBER (tba)** Fall Driving Tour

**OCTOBER 27<sup>th</sup>... Saturday** Halloween Party, South Milwaukee, WI *John & Bunni Boswell*

**NOVEMBER 4<sup>th</sup>... Sunday** Annual Banquet, Meeting & Silent Auction Location tbd (*coordinator needed*)

*The club welcomes other proposed activities/dates for board approval - please volunteer!*



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# TERROR ON MILWAUKEE AVENUE

by Jan Grant

**DATE:** All Hallows Eve  
(well, almost - October 28, 2017)

**SET:** Boswell Manor, South Milwaukee

**STARRING:** Mr. Bones/Host - *John Boswell*  
  
Winifred/Hostess - *Bunni Boswell*  
  
Moonbeam - *Paul Grant*  
  
Sunshine - *Jan Grant*  
  
Jim Dandy - *Randy Prestash*  
  
Eye Candy - *Patti Prestash*  
  
Frankenstein - *Himself*  
  
The Mechanic - *Bruce Butler*  
  
*and a cast of hundreds!*



*Jim Dandy, Eye Candy, Sunshine and Moonbeam*

## ACT 1 - SCENE 1:

It was a dark and stormy night (well, it was dark). Moonbeam and Sunshine were out for a drive in their psychedelic microbus when fog settled over them like a heavy winter blanket and they could no longer see the road ahead. Pulling over to the curb, they got out and began to walk through the

ebony mist in the hopes of finding some shelter for the night. Through thick fog, they saw shadowy figures up ahead. Fortunately, they somehow managed to bump right into their friends, dapper Jim Dandy and elegant Eye Candy, also stranded and searching for some escape from the night. But their joy at the chance encounter (see selfie at left) soon turned to fear when the four found themselves being beckoned by a looming figure in a torch-lit doorway. What they hoped might be an invitation to a groovy party pad (or a speakeasy), quickly turned into something foreboding. The skeletal and unearthly being, Mr. Bones, drew the couples into the lair of the “Booooooswells”. Seemingly unable to move on their own power, the couples followed their ghoulish host into the unknown through a weaving hallway of doom.

## SCENE 2

With creatures at every turn, the fab four found themselves entering what appeared to be the main lobby of a haunted hotel. Turning to their host, they found that Mr. Bones had simply just vanished. Now greeted instead by a stunning figure in a very gorgeous green gown, she seemed from

another time. Was she real? Introducing herself as Winifred, and with a warm yet mysterious welcome, she directed her visitors to sign a guest book and write their names on cards. Would these later be read as part of some incantation or curse? The enchanting vision seemed to float as she ushered them into the next room of the vast labyrinth. In an instant Moonbeam and Sunshine found themselves separated from their friends and the beautiful woman in green was gone, too.





## ACT 2 - SCENE 1:

Now in a library-like den, lit only by the glow of a fireplace and candlelight, Moonbeam and Sunshine took in their surroundings. The room was lined with shelves covered with sinister relics that appeared to have been gathered from the dark corners of the world. Every inch was filled with candles, candelabras, skulls, vampires, witches, bats, spiders and webs, crosses, spell books, goblets, pumpkins, and monsters only conceived in the imagination. There were ghosts and goblins everywhere, some alive (guests), and some not-so-much ("re"-animated characters?). It felt like everything was in motion . . . almost as if the room itself were breathing. Several doorways led to secret rooms and passages yet to be discovered.

The first such room was not for the faint of heart. Filled with what seemed like hundreds of dolls, each had a face (and spirit) of its own. From Casper and Barbie to antiques and baby dolls, viewing them either brought back fond childhood memories or filled one's heart with terror. Were their eyes seeing and watching?

A second room filled with colorful pinball machines, a foosball table, and other fun and games, allowed one to catch a breath before moving onto another. Perhaps a visit to the billiard room was in order, but Moonbeam pointed out that he did not want to be another victim of the notorious Colonel Mustard and his nasty candlestick in there (need a Clue?), so they kept moving forward, trying to find their way to safety.

*Continued (if you dare) to the next page*

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A large black and white photograph of a classic car, identified as President Roosevelt's Formal Limo. Above it are smaller images of other classic cars and a close-up of a wheel. The text "Bennett Coachworks LLC" is at the top, and "1500 North 4th Street, Milwaukee, WI 53212" is below it. At the bottom, a banner lists services: "Coach construction • Mechanical • Body • Paint • Upholstry • Stainless • Performance".

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*Continued from page 7*

At last our innocent flower children found their way to the main area of the creepy caverns and also back to their friends, Dandy and Candy. A huge buffet was presented on multiple tables, but the couples took pause – were those fingers and eyeballs on dessert plates? Just what was in all those bubbling slow cookers? Despite fearing the unknown, they sat down to a (fabulous) dinner figuring they might need lots of energy to make it through the night. And they were so right!

## SCENE 2

The gracious yet otherworldly Mr. Bones and Winifred reappeared and made a few announcements about having a night to remember, their efforts to save the local lagoon and how the guests could help (what was the name of the lagoon and was it home to a mysterious creature?), and finally that during the evening festivities several names would be pulled from a fishbowl for various surprises. While they seemed every bit sincere and trustworthy, it just did not add up. Why would these two be so nice and friendly in such a terrifying setting? Was it just a plot to lull the crowd into a false sense of calm? What really happened when a name was called? While unsettled and unsure of the reason for this gathering, the couples looked around for answers. But their terror grew with what they saw and as they recognized many of the other guests. What fate awaits these forlorn four?

## SCENE 3

Was this a dance floor or an asylum? Ominous music filled the dead space as if a phantom DJ was conducting a mad orchestra while strobe lights and light spheres (a disco ball!) flickered. Frankenstein, the Mummy, a devil, a priest, a princess, a female pirate, even the purple Crayon, along with a multitude of other chilling figures, jerked and shook around as though they had lost all control of their limbs. Had all gone crazy? The couples were trapped in this pulsating, pounding madhouse for



hours. Finally, Moonbeam and Sunshine narrowly avoided a chasing, crazed Frankenstein, but they lost their friends in their escape. It seems Dandy and Candy were the next to disappear, last seen in the lobby shortly after Dandy's name was called for a "door prize." What did they "win"? Why were they not heard from again?

## ACT 3 - SCENE 1

This left Moonbeam and Sunshine on their own. Trying to keep their wits about them, they took some time to talk with a joyful clown, a serious hombre, a kindly nun and a talking 'quarter-pounder with cheese.' Speaking with a nice gentleman who mysteriously appeared both youthful and "seasoned" at the same time, the couple learned his name was Phil Collins, who apparently made hit records for decades after their groovy favorites left the airwaves. Finally, a ghostly auto mechanic pointed them in what he said was the direction of the exit, so they set off. But would believing him seal their fate?



## SCENE 2

Instead of this being a way out, a dead-end appeared in front of Moonbeam and Sunshine. What was that just beyond the fog? It couldn't be a cemetery! But it

was, and yet so different. It was a place for fallen old vehicles to rest along with the ghosts of those that loved them. Was this a place of warm memories or a cavern of lost dreams and frustrations? Oh! This was where that mechanic sent them! And there he was, coming from the shadows wielding a menacing two-foot wrench!

So the couple took off running in the only direction available and came upon a General Store. Surely someone there could help them. But alas, the shopkeeper was nothing but a shell of himself having been partially devoured by beings hidden in the walls and floor of the old shop. What new madness was this? So the couple took off for the last time, finding a gateway and not stopping until they were once again out in the open air of the street. The fog had lifted a bit; and the moon never looked so good! They set out to find their microbus, sure to never be the same again.



### SCENE 3

What's that noise? Is it a heart thumping? No. A click? Oh, a tap on the window. Rolling down the window of the microbus, Moonbeam asked the patrol officer what he wanted. "Neighbor says you two have been parked here for hours; everything okay?" Oh yes it was. Sunshine blinked in the morning light and remembered pulling to the side of the road when it got too foggy to see. Perhaps they just fell asleep. Yeah, that was it. It was all just a dream, a nightmare really, too horrible to be real. Just another trip in the magical mystery microbus.

### THE END . . . or it is?

**Epilogue:** A HUGE THANK YOU to JOHN AND BUNNI BOSWELL for their absolutely fabulous, 10th Annual-yet-one-of-a-kind Halloween Bash! The setting was phenomenally spine tingling, and the party was "to die for." Our wonderful hosts (and Mackenzie!) clearly spent countless days pulling it all together to create just a perfect blend of scary and fun. With a silent auction and a counting game, Bunni raised money to restore the lagoon in

Grant Park (no relation to the author). We loved seeing all the creative costumes and tasting all the spooky themed recipes. **EVERYONE** was simply thrilled to hang out, eat, catch-up, dance . . . and of course, escape with their lives!

At least until next year, that is. The Boswells generously invite all members to what will be their 11th Annual Halloween Bash on Saturday, October 27, 2018. Do not miss it! You may not have a choice. Mr. Bones is beckoning . . .

CAST (WI Region CCCA members in attendance): John Boswell – Mr. Bones, Bunni Boswell – Winifred, Paul Bogusz – Phil Collins (solo career), Andy Bogusz – Phil Collins (w/Genesis - the early years), Bruce Butler – Auto Mechanic, Amy Butler – She-Devil, Dick Clarey – Guinness Mug, Kathy Clarey – Cowgirl, Paul Grant – Moonbeam, Jan Grant - Sunshine, Gene Grundmann – The Mummy, Mary Grundmann – The Clown, Gregg Hotson – Guy Fawkes, Christine Hotson – Renaissance Woman, Mike Korneli – The Priest, Deb Korneli – The Nun, Bill Tess – Serious Hombre, Maria Tess – Quarter Pounder w/Cheese and Tom Wieland – Camouflage Man.

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## EDITOR'S NOTE

The following is from a chapter from the book by Ed Miller *"Road Testing Cars of Distinction"*.

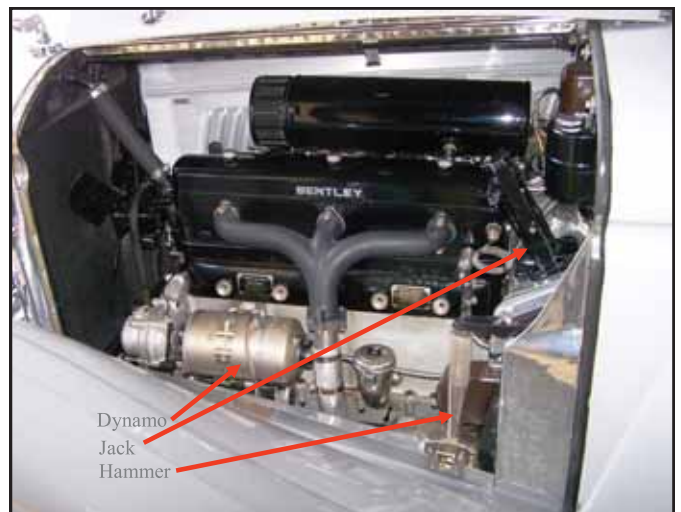
This appears by the author's permission as written  
and will be featured in installments over the next several issues of *"The Hub Cap"*.



## Chapter Two: 1935 Bentley 3½ Litre Aerodynamic Sport Saloon, body by Rippon Brothers

There are two types of Bentleys, a W. O. Bentley is fast, fierce and manly. It brings out the barbarian in you. Its successor is an all together different breed, it is not fierce but rather fast and yet subdued. To put it another way, it brings out your civilized persona. It is what sports cars were eventually going to become. Maybe that is why the successor Bentley is known as the "Silent Sports Car."

Starting in 1921, W. O. manufactured his cars near London, in the town of Cricklewood. A W. O. Bentley would win Le Mans five times. Walter Owen Bentley certainly was a master craftsman but he wasn't much of a businessman. One of his admirers was Woolf Barnato. He became one of the "Bentley Boys" who couldn't stay away from Mister Bentley's magnificent creations. Woolf drove Bentleys to three of the Le Mans victories. More importantly, Woolf bankrolled Bentley. As an heir to the Kimberley diamond mine fortune, this



The firewall is one aluminum casting. Fastened to the firewall is a polished knock off hammer and a jack. The large horizontal cylinder toward the front of the engine is a dynamo. We call it a generator.



wasn't much of a strain on Woolf's pocketbook. Whether Woolf got tired of racing or throwing money down a bottomless pit, is unknown. But in 1931, Mister Barnato's money ceased flowing into the Bentley coffers.

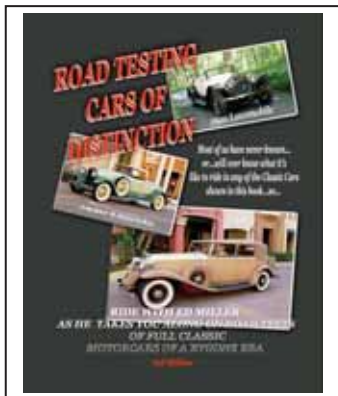


*Firmly affixed to the firewall are twin SU fuel pumps. Speaking of twins, at the front of the engine are twin coils. If you have never*

*experienced the foibles of English motor cars here is your opportunity. There are also twin SU carburetors attached to a large air intake which also acts as a silencer.*

Enter a very nervous Rolls-Royce board of directors. Although Rolls-Royce claimed to be makers of "The Finest Automobiles in the World," it

had plenty of competition. Rolls feared the aborted Bentley 8 litre would dig deep into the Rolls-Royce Phantom II market. The rival, British Daimler company, offered a competitive twelve cylinder motor car dubbed the Double Six. A potential adversary, D. Napier and Son, Ltd., had produced a fine automobile in direct competition with the Rolls-Royce 40/50 model until 1924 when the company decided to quit the automotive market and concentrate solely on the manufacture of aeroplane engines. Napier reconsidered its market strategy and was about to purchase the Bentley assets plus a long term service contract with none other than W. O. Bentley.



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President, CCCA Education Foundation  
Former President, CCCA

The possibility of a resurrected Napier coupled with the ability of W. O. to further develop cars for them must have unnerved the Rolls-Royce board. In a sealed bid auction, using a straw man, The British Equitable Central Trust, Rolls-Royce outbid Napier for the assets of Bentley which included the W. O. Bentley service contract. Before the close of 1931, the assets were transferred to a new company called Bentley Motors (1931) Limited.

*Continued in the next issue of The Hub Cap*



# THE KEN HOLLUB MEMORIAL CAR SHOW

by Brandon Butler

*Editor's note: Brandon's 1930 Model A Ford is a non-classic. It is mentioned several times and, as such, an 'nc' is not after each one.*

My Model A Sport Coupe(nc) was previously owned by my neighbor, Ken Hollub. Ken was an inspirational person known by many people in the Waukesha area. He was a teacher and football coach at Waukesha South, where I go to school, from 1955 to 1976. When he was a coach, his team went six seasons straight without losing any games! One of his players even went on to play for the Green Bay Packers! He was so beloved by the school that they named the football stadium after him.

In the late 1950's Ken bought the Model A from one of his students for \$50.00. He drove it every day, even in winter! Time and again, when my father and I would take the car to local car shows, Ken's former students would approach me and ask if it was Coach Hollub's car. Each one had a special memory to share about Ken and the car.

Regrettably, Earline, Ken's wife, had to sell the car because he had developed Alzheimer's Disease. It was her wish to see the car go to a good home and to someone who would keep it original and not hot rod it. My mom and dad knew I loved the car and wanted to preserve its history so in 2013 they surprised me and bought the car. Earline was very happy we bought the car because she knew it would be well cared for.

In 2015 Earline thought it would be a great idea for us to bring the Model A up to the Heritage Senior Living Center, the memory care facility where Ken lived, so Ken and the other residents could see the car. She called back later and asked if we could possibly invite other cars too. I reached out to friends to put a small "show" together. Then, the worst thing happened! The night before we were supposed to have the car there, the U-joint cracked on the Model A. So, instead of taking the Model A my father and I drove his MGTD(nc) to the

Heritage and in spite of the rain, we had four other cars. The residents were thrilled to get outside and see the cars!

Later that summer, Ken did get to see the Model A and go for a ride in his car once again. I'll never forget it, Ken was brought out the door of the Heritage in a wheelchair but when he saw the car he confidently got out of the chair and walked unassisted to the car and got in. Everyone was amazed.

Unfortunately, Ken passed away in March of 2016. I'm so glad we had the opportunity to take Ken for a final ride in the car he loved before he passed.



The excitement of the residents at that first "show" was so inspiring to me that I knew I had to do it again. I told the Heritage that I would have another show in the summer of 2016. My requirements for the show were for the cars to be authentic (no replicas) pre-1987 and all stock (allowing slight modifications for drivability) and that all funds raised would benefit the Alzheimer's Association. I wanted all stock cars because I felt these would be the vehicles that the residents would remember from their childhood as well as adulthood. The Heritage gladly agreed to support the show.

On June 11<sup>th</sup>, 2016, 30 stock antique and Classic cars showed up to the Heritage Senior Living Center. The residents, their friends and family, the staff and general public loved it. I am proud that we raised over \$700 for the Alzheimer's Association.

For the second show that was held on June 10<sup>th</sup>, 2017, I invited over 50 cars. Rain and the threat of hail dampened the number of cars that attended but we still had 12 cars and we raised over \$1,000!

Please consider bringing your car (see criteria to left) to the Third Annual Ken Hollub Memorial Car Show to be held on Sunday, July 1<sup>st</sup> from 11:00 a.m. to 3:00 p.m. Show cars are asked to arrive by 10:15 a.m. at the Heritage Senior Living Center which is located at 1831 Meadow Lane in Waukesha (put in Pewaukee if you're using a GPS). We have trailer parking available in a nearby parking lot if needed. The entrance fee is free but we accept donations to benefit the Alzheimer's Association. Awards will be presented at 2:45 p.m. Please contact me by June 16<sup>th</sup> at [brandonbutler360@gmail.com](mailto:brandonbutler360@gmail.com) or 262-501-3760.

The residents really appreciate seeing the cars and the public is very supportive. I am hoping for an even bigger turn-out this year and no rain!

## IN MEMORIAM

We are sad to report the passing of Karl T. Wieland of Hartland, son of members Thomas and Joan Wieland and past member of the WIRCCCA. Karl was born in Waukesha, Wisconsin on December 31<sup>st</sup>, 1970. He enjoyed a childhood of family, hard work, lake fun and occasional shenanigans. He graduated from Arrowhead High School in 1989. He married the love of his life, Barb (Griffin), in 1994. Together they brought four beautiful daughters into the world: Lisa, Gena, Ashley and Rachel. Karl was a fun-loving soul with a lively sense of humor, strong opinions and a heart of gold. He also was an avid member of the Cadillac-LaSalle Club. We will miss him.



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# NOVEMBER IS NOT JUST FOR THANKSGIVING!

by Joyce Edfors

The Wisconsin Region's Annual Dinner, Meeting and Silent Auction was held on Sunday, November 5th at the Delafield Brewhaus. This venue is well liked by our members because of its convenient location just off of I-94 especially for those who attend from places other than the Milwaukee Metro area. It is easy to enjoy yourself in the spacious banquet room for socializing before dinner with the help of a full service bar and appetizers. It is always fun to peruse the sometime surprising items brought in by our generous members to donate to the very popular silent auction.



*Club merchandise and abundant auction items*

After the tasty dinner and desert, Regional Director, Bill Tess, took to the podium to get the meeting started. Bill did a thorough job explaining the past and upcoming years. Thanking outgoing and long serving Board Managers, Ron De Woskin and Ray Weihofen (who also was club treasurer for many years), the newly elected incoming Managers were introduced. A big welcome to Andy Bogusz, John Boswell II and Paul Grant. These are volunteer positions and without people who step up with their time, ideas and energy we wouldn't have such a great club.

For me, the highlight of the night was receiving the Club's Spirit Award. Tom and I were looking around the room and wondering who was going to be honored with such a prestigious award. I was completely blown away when my name was called. It was even more special because it was only the second time it has been given out with Dick Profio being the first recipient. I couldn't be in better company! Thank you.

Gregg and Chris Hotson were hosts of this wonderful and very well attended event. Thanks! And the silent auction was a huge success. This is a fun evening that is always highly anticipated as the frosting on the car season cake year each. Plan to attend this November. You won't be sorry.

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# THE CLASSIC SPIRIT AWARD

by Carl & Carrol Jensen

The Classic Spirit Award is presented to a member of our region who has gone above and beyond for the benefit of others and the preservation of Classic cars. It is not given out annually, but is given when a member has done something or continues to do something outstanding for the preservation of these historic automobiles and the members of this organization.



Classic "non-classic" Spirit Award

This is the second time the award has been presented and this year Joyce Edfors was recognized for her excellence as editor and publisher of *The Hub Cap*.

Joyce completed her first issue in the winter of 2006 and immediately turned our publication from a newsletter back to a magazine. Every year at the CCA national annual meeting, awards are presented to the top regional publications. Any magazine that gets into this top group of three or four is exceptional work. *The Hub Cap* is consistently in the top three, and has been number 1 when scored against peer regions.

The communication provided by this publication holds our group together. Excellent photography, writing and layout, makes it something we look forward to receiving.

It should also be noted that *The Hub Cap* has many great contributing authors, including Tom Edfors, the assistant editor, who has provided some excellent historical information over the years. He also provides Joyce with technical information, proofreading and photography. It is with this team spirit that we selected this year's sculpture.

Although it is not a "Classic", The Franklin Mint Pewter brass era Model T Ford appeared to be a perfect fit because of the Edfors' passion of a wide range of transportation history including automobiles from Brass-era through Classics. They also happen to own a 1915 Model T Roadster! But most fitting is the team work of the lady at the steering wheel and her husband cranking the machine.

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# VAPOR LOCK - THE DREADED SCOURGE OF CLASSIC CARS

Introduction by Paul Grant, Article with permission by Jim Chase

A lot of the readers could share stories about vapor lock. This occurs when the fuel temperature rises to the point where it changes from liquid to a vapor form before it arrives at the carburetor. Ultimately, the engine stalls because the internal combustion process is starved of the volume of fuel needed to continue running.

My wife, Jan, and I have been the victims of vapor lock three times, at or near the ends of parades on hot summer days. The most memorable was quite harrowing. It was our first parade in our 1932 Packard 902 Coupe Roadster. On a sunny and sweltering morning, we were pleased to lead my boss, Milwaukee County Comptroller, Scott Manske, in the Wauwatosa Fourth of July parade. Fortunately, or so we thought, we were positioned near the front of the parade, only a few cars behind the Governor.

We placed the signs on our Packard doors, had the candy packed in the rumble seat, and the Manske family was following the car on foot. There were many cheers and inquiries about the make and year of the car from the crowd, and we had a lot of fun as we proceeded along the nearly two mile route with tens of thousands of spectators. However, as we reached the end of the parade, we had to stop for a few seconds at the turn-off. At this point the car stalled and refused to re-start. The cars behind us quickly closed in on us and because of the turn, there was no room for the parade cars and floats (and horses) to pass. Immediately, a female police officer ran up to me and shouted "Move this car!"

After a couple minutes of trying to start the car, there we sat holding up the entire parade, baking on our black leather seats, deafened by the blaring music from the bands and floats that were starting to log jam behind us, while the police officer continued to shout to get the car out of the way.

It seemed like forever, but five able-bodied men stepped from the crowd to lend a hand by pushing the Packard around the turn and opening up a lane for other parade groups to pass. Fortunately, Jan jumped out of the car just in time to prevent one of the well-meaning rescuers from pushing on the

luggage rack. This experience made me feel like having a t-shirt imprinted with "I survived vapor lock!" Recently, I read a fantastic article in a Packard Club publication, *The Cormorant*. Because the problem is common, I thought it would be good to share.

With generous permission from the author, below is the first installment of an in-depth and authoritative discussion about vapor lock. The author, Jim Chase, is a fellow Packard Club member, car enthusiast and aeronautical/mechanical engineer. He is Chief of Preliminary Design for Aerion Corp. and is designing a supersonic business jet. Jim was part of the RareBear team that set the world speed record for piston aircraft. In his "down" time, he restored a 1936 Packard 1400 Eight that has been toured regularly since the 1980's, several 1960's cars and is currently restoring a 1935 Pierce-Arrow. He received the Carl Benz award for his article in the Packard *Cormorant* about the transcontinental saga of Old Pacific in 1903.

*Please see the photo at right of Jim and his lovely wife, Liz, with their 1936 Packard 1400 903 Touring Sedan during a stop at Manzanar National Historic Site in California, during a Packard Western Region driving tour.*

In his article, Jim describes his interesting vapor lock incident and points to a third contributing culprit - Ethanol. Most importantly, he shares the results of his extensive research on the science and factors underlying vapor lock and provides some potentially mitigating measures. I hope that you enjoy learning more about the dreaded vapor lock, and if it should happen to your classic, perhaps Jim's writings will help you work through it.

## Assistant Editor's Note:

*The following article is reproduced as written. Various cars mentioned are non-classics but "nc" has not been inserted.*

*The article is lengthy and will be printed in installments with the author's permission.*

# VAPOR LOCK PROBLEMS WITH ETHANOL AND POSSIBLE MITIGATIONS

by Jim Chase, Copyright November 2017



*Jim & Liz Chase with their 1936 Packard*

## Summary:

Many current gasolines including ethanol blended fuels have characteristics that our old carbureted cars were not designed to handle, resulting in vapor lock problems in hot weather. The principle cure is to reduce the temperature of the fuel pump and carburetor bowl both when being driven and after shutdown. This may entail some non-original but removable modifications.

## Part 1: Ethanol and Fuel System Boiling

Many of us have experienced problems with “vapor lock” with our older carbureted engines, usually on hot days, when the engine won’t restart, stalls or misses at a stop light, or after being shut down. Driving vapor lock may cause misses or stalls when driving at speed. It can of course be a stressful situation. My first experience was in the 1980’s bombing down a Nevada highway in my ’66 T-bird doing well over the “double nickel” speed limit blithely passing lesser new cars. Suddenly I had to stop for some cowboys pushing their huge herd of cattle across the highway. The T-bird ticked over at idle for probably fifteen minutes (seemed like 30) in the hot desert sun but stalled and wouldn’t restart as soon as the road cleared and I tried to get going again. Embarrassing when all the transportation modules went by me stuck at the side of the road! It probably took me 30


minutes of all sorts of machinations (including jacking up the rear of the car to increase the fuel pressure at the engine) before I finally got it to miss and buck back to life. After driving a mile or two it cleared itself and was fine again.

Back then California had instituted stricter controls on “Reid vapor pressure”, the primary predictor of vapor lock. As a result, the California refiners sent high RVP junk to Nevada with less stringent controls. We had a lot of vapor lock problems until Nevada – and the Feds for that matter - tightened the controls on RVP. Then in the 2000’s, I wasn’t alone in having a return of vapor lock problems in cars that hadn’t had problems before. This coincided with additions of ethanol. However, I didn’t believe or understand how ethanol could be causing the problem since tighter RVP standards still applied with ethanol blends. As much as EPA is my favorite whipping boy, I did not believe the ethanol mandates were responsible.

The usual “cure” for vapor lock is to install an electric fuel pump near the tank, and run all fuel lines as far from the exhaust system as possible. I have a ‘60’s Jaguar (stifle the rude comments please) that is already set up originally incorporating all of that, and yet it will vapor lock restarting and running after being shut down for 30 minutes on a hot day. Having an electric pump back near the tank made no difference.

*Continued on page 18*

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## Vapor Lock - continued from page 17

First it is important to understand the term fuel "volatility". It is a measure of the tendency of fuel to evaporate (boil) at combinations of lower pressure and higher temperature. Vapor lock is primarily driven by high fuel system temperatures. Hot restart and idle are primarily driven by temperature alone while driving vapor lock becomes a combination of high fuel temperatures and pressure drops with high fuel flow.

I have looked through the engineering literature to see how engineers understood the problem at the time our old cars were being designed and what has changed since. I found several interesting papers from 1928, 1931, 1935, 2005 and 2007 as well as fuel characteristics from 1935 through 1947 and 2005 including ethanol blended fuels.

The 1935 SAE paper "Vapor-Lock Traits of Cars and Their Limitations on Gasoline Volatility" starts off:

*"This paper defines vapor lock as any interruption to the normal metering characteristics of a carburetor, due to vaporization of the fuel before passing through the carburetor jet. Vapor lock may take the form of an excessively lean mixture supplied to the engine, if the gasoline boils in the carburetor jet; or it may take the form of an excessively rich mixture, if gasoline vapors in the float chamber build up sufficient pressure to drive fuel through the jet, a characteristic frequently described as "percolation."*

The engineers of the time understood the problem to be focused at the carburetor and jets. The influence of the fuel system from tank to carburetor float chamber stems from the increased fuel temperatures promoting boiling and interference with the metering at the jets inside the carburetor. It wasn't from a pump unable to suck liquid fuel out of the tank to deliver to the carburetor. From the same report:

*In most cars, fuel is drawn from the fuel tank by means of a diaphragm-type pump bolted to the side of the engine crankcase. Here considerable heat is added to the gasoline because of contact with the crankcase, which is usually rather hot, and often because of radiant heat from the*

*exhaust pipe. These pumps are self-priming when new and in good condition, which means that they can draw air or vapor, as well as liquid fuel, so that there is little danger of the pump failing to "prime." However, if fuel boils as it is drawn into the pump, either before or after the suction valve is closed, the pump must handle both the desired volume of liquid and also a considerable volume of vapor. Fortunately, most fuel pumps will handle 20 to 40 times as large a volume as is necessary to supply liquid fuel to the engine, and the pump will be able to continue supplying fuel to the carburetor unless it boils to such an extent that more than 20 to 40 times as much gasoline vapor is present as liquid. Some of these fuel pumps, after being in use for a considerable time, lose a portion of their reserve capacity so that, while they are able to handle sufficient liquid fuel for the carburetor, they can handle only a very small additional amount of vapor and may thus "starve" the carburetor sooner than would be the case if they were functioning properly.*

For the engine to fire we all know that a combustible mixture of fuel vapor and air must be delivered to the cylinder. There are limits to what will fire on the rich side or lean side.

Vapor pressure is the pressure that is needed to keep a substance from vaporizing at a given temperature. Gasoline is a complex blend of many hydrocarbons with a range of volatility measured by distillation curves. Below are distillation curves for three fuels: 1) the average of summer blend fuel samples measured in 1947 2) a sample from 2005, and 3) the 2005 fuel after 10% ethanol was added.



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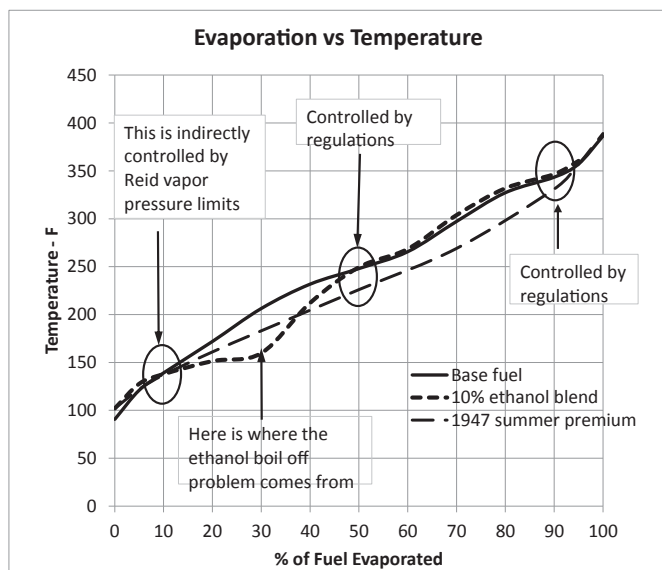
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This shows that all of the gasolines will actually start to evaporate at around 100°F and 10% will have evaporated when heated to around 140°F. The lower 10% traditionally has been considered the main predictor of vapor lock and is measured by "Reid Vapor Pressure" (RVP). Vapor pressures in the 1940's through '60's were actually higher than the 1990's and are controlled more stringently now than they were then. Volatility of the higher temperature fractions are also less. Based on RVP, as well as the 50 and 90% points controlled by regulations we shouldn't be having any problems.

Of course the clue is the dip in the curve with ethanol added. When mixed with gasoline ethanol dips the curve to vaporize the ethanol at a nearly constant temperature of around 150°F. That temperature is higher than the bottom 10% of the rest of the gasoline but it means that when the carburetor bowl rises above 150°F it will vaporize 30% of the fuel in the carburetor bowl. The 1947 fuel would have needed a temperature of 180°F to vaporize 30%. The bottom 10% of the most volatile constituents are a necessary evil needed to start a stone cold engine. The constituents between 140 and 180 are the prime ingredients for giving a hot engine the right air fuel ratio to start and idle. The relatively constant temperature of the ethanol when the carburetor reaches its boiling temperature also means the boiling will be more vigorous, and explains the audible percolation of a hot carburetor with ethanol blends.

It should be noted that current gasolines could have similar volatility characteristics even without ethanol. Octane levels of about 87 are currently

required for regular gasoline, but in the 1930's regular was about 12 points lower. Tetraethyl lead was added to most gasolines after WWII to raise octane levels, however lead was drastically reduced in the 1980's then eliminated. Refining of course has become a very sophisticated science I don't claim to understand, but basically the more volatile hydrocarbons towards butane tend to have higher octane and the heavier towards kerosene have lower octane. Achieving current octane levels without lead tends to favor the more volatile constituents, and that was a factor in the vapor lock issues of the 1980's before stringent controls on RVP were put in place for the most volatile 10%. I believe that refiners can now add more volatile constituents between the 10 and 50% points to help raise octane and still meet the stringent 7 psi RVP limit, even if that isn't done with ethanol.

It should also be noted that winter gasoline is significantly more volatile than summer gasoline to aid start and drivability in colder temperatures. Vapor lock issues could happen when a car still has fuel in the tank that was purchased in late fall through early spring.

*To be continued in the next Hub Cap*

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