

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

As we start the 51st year of the Wisconsin Region, I am proud and humbled to be your leader. This is only my second year serving the club as a member of the Board of Managers. I am grateful for the support I receive from long time members, who are still serving on the board, and from past board members. Thank you for your support and encouragement.



As we look forward to 2019, the club needs everyone's help to create events that you, our members, want to participate in. The calendar for the past few years has several annual events in an attempt to keep the club in front of our members. Are we really serving the membership? Only you can tell us that. Our board meetings are open to any member that would like to attend. The meetings are held the first Tuesday in February, April, June, August and October in a conference room with plenty of seating at Summit Credit Union located at 10015 W Greenfield Avenue, West Allis. Enter Summit's large south parking lot from the light at 101st Street and Greenfield Avenue. They start at 6PM and normally last 1 to 1.5 hours.

Our first event of the year is the annual Valentine's Brunch at Seven Seas Restaurant, located at 1807 Nagawicka Road, Hartland. You should have received an emailed invitation from Paul and Jan Grant. Like last year, we will move to the bar after brunch to continue the wonderful conversations that took a back seat once the food was served. I hope to see a good number of the membership there talking about the events planned for 2019. Let's see if we, as a group, can come up with some additional and exciting activities to add to our calendar.

I have to believe that the lack of snow this year is a sign we should be taking our collector cars out of hibernation and enjoying them. But, I know it won't last. Already this morning I see long trails of white on the roads. Just look at what a few days does.

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Part of an original painting by Joyce S Edfors
of her 1923 Rolls-Royce Doctor's Coupe hood ornament
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FIELD OF DREAMS

by Mike Korneli

I woke up and got ready to go. One look out the window showed a clear sunny day; something we hadn't seen for a week. A weather front had caused the temperature to drop. A light jacket would be in order. Of course that same temperature in spring would mean it's time to break out the shorts and drop the top on the convertible. But, this was fall. A walk outside introduced me to an early fall day. The air was clean and crisp, so clean you would swear it was somehow purified. It was cool but not cold. Cold would put visions of Florida and Arizona dancing in snowbirds heads. It was a perfect Wisconsin early fall morning and a perfect day to head out to the 'Field of Dreams'.

I hopped in the car with written directions; just in case. Who needs old fashioned written directions in this day and age? I have my cell phone and it has the all knowing, all seeing Google. I tell Google the address and off I go. Google has to be all knowing because it doesn't take me on the same path as the written directions. I dutifully do as I am told. Proceed this many miles, turn here, proceed this many miles, turn there. I must be getting close? The last direction, turn right and in two tenths of a mile you arrive at your destination. The name of the road does not match what Google is telling me. I turn anyway. There is nothing in two miles much less two tenths of a mile. I see two confused guys in a pickup truck turning around. Clearly fellow dreamers. I turned around and headed back to the offending intersection. I asked Google to again find my destination. Google may be all knowing and all seeing but right now all it knows is how to do is rotate a little circle in the upper left corner of my phone. Google is lost and so am I.

There was only one thing left to do. I had to back track to the main roads. Time to break out those written directions. Drive on down the road a few miles and turn left. And then drive a few miles and turn left; and then the destination is on the left. It was! I'm sure Google directions were a tenth of a mile shorter if they would have gotten me there. This was clearly the 'Field of Dreams'. A helpful person directed me into the cornfield. There were

no green stalks with corn cobs. This was fall; the corn had been harvested and only stubble remained. The field was full of other dreamers' vehicles. I parked the car and emerged from the cornfield.



This particular 'Field of Dreams' belonged to Del Beyer. It was a beautiful farm setting in the Holy Hill area of Washington County. Del had passed away. He was a successful self-made man. As a young man he dreamed of big fancy cars. That passion never died. Del amassed quite a few cars and tractors. You can add to that all the parts and memorabilia. The family was auctioning off the things they didn't want to keep. The physical count was easy to add up. There were 414 lots in total. Cars ranged from a Messerschmitt(nc) to a Lincoln. There were four or five trucks and an entire row of tractors. One shed had all the automotive signs on display. In another garage there were rows full of tables with parts neatly arranged. It was like a grocery store for gearheads. There's a blue light special in aisle 3 on carburetors and headlights. Then there was the 16 tons of scrap metal that was hauled off before the auction even started. But this was more than an auction; This was Del's 'Field of Dreams'.

As I exited the cornfield and got on the lawn where the cars were lined up for the auction, I ran into Carrol Jensen. Carrol and Carl are both Classic Car Club and Jaguar Club members. It only took a few more steps to find John Boswell, another member of both clubs. As I walked around, I realized something. Going to an auction and seeing the dreams of someone you knew being sold off is

different; especially when you share the same passion. It hits home. It's not just cool stuff, it's Del's stuff and he cherished it. While building his collection he also built lifelong friendships, especially within the Classic Car Club. That's why the auction had a social element to it. There were many people there for different reasons. Close friends watched with some sadness as they saw Del's collection being sold off. At the same time they knew the work the family had put in to make this happen. Several made purchases. Did they find their own dream or just buy a memory of a friend? There were certainly people looking for a good deal, for the part they really needed or just curious as to what was there and what it was selling for. I guess I would fall into the last category. That being said, the last two cars I bought, I wasn't even looking for. I took the check book!

As more of these auctions happen the topic of conversation always turns to the future. Where is the hobby going? What's going to happen to our cars? Millennials don't even like cars. I was standing with Colin Comer of "Colin's Classic Automobiles" watching the lots being sold. His five year old daughter, Remy, was with him. She comes with him to many car and racing events. At that age it's hard to keep kids occupied and she was getting antsy. In an attempt to keep her busy, I told her they were staying for one hundred minutes, could she count to one hundred? She made it to seventy-nine before she got stumped. With a little help she made it to one hundred-nine. As we all know, after one hundred nine comes two hundred. I pulled that idea out of my old 'father'

bag of tricks on how to keep kids occupied. A couple of weeks later, Colin sold their Ford Bronco(nc). Remy cried her eyes out. I think there is a dream Bronco(nc) somewhere in her future. It was time for me to leave. I headed back to the field and my car. On the way I saw Jeff Anderson and his ten year old son, Colton. Jeff was a Classic Car Club and Jag Club member that many of you know and owns Cook Automotive Supply. He was stacking signs in the back of his car. It looked like he bought half of the signs at the auction.



We talked for about 15 minutes. Colton was playing with the ropes that separated the rows of cars. He had had enough; "Dad let's go, it's getting late"! Late? It was early afternoon. Jeff then informed me that he promised him that they would go to the Jefferson Auto Swap Meet and Car Show. I'm not sure what's in Colton's future but I bet you it has four wheels and it will be cool. Perhaps we worry too much. Life finds a way; and so will our hobby.

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ANNUAL MEETING, DINNER & AUCTION

by Rosemarie Jensen

The Annual Meeting, Dinner and Auction took place on Sunday, November 4th, at the Delafield Brewhaus. It was cold and the rain came down in sheets but still 36 members showed up to partake in the festivities. John Nordstrom weathered the nasty conditions all the way from Manitowoc by himself as Barbara had a bad cold. Jim Nicholson braved the rain from Sheboygan, while his wife Cheryl was home studying for a medical test early Monday morning.

Once we arrived the greeters, Maria Tess and Kathy Clarey, made us feel warm and cozy. There was a guessing game of how many candy bars were in the big glass container and tickets were handed out for a free drink. The hor d'oeuvres were hot and plentiful and much appreciated by

everyone. The auction items were brought in as the members arrived and this year many of our female members and Associates baked goodies, a nice treat from all the car "stuff" from previous years. Everything was purchased by the end of the evening, including a lot of car pictures donated by Dick Clarey. WIRCCCA is \$512.00 ahead because of your generosity.

Bill Tess opened the meeting by going over the activities of the past year and asking for a show of hands from those who attended. We actually had good turnouts for these events. The meeting went on with reports from Gregg Hotson concerning the website. Following the financial report from Paul Grant, Dick Profio was supposed to report on the membership status, however Dick and Lee were



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not present due to health issues. Dick Clarey gave a report on advertisement and also handed over a check to the Treasurer. Don Birschel gave a report on the Board election results. John Boswell is the new Director, Gregg Hotson is continuing his role as Assistant Director/Webmaster, Paul Grant will remain as Treasurer, Don Birschel will stay on as Secretary and Bill Tess will take over Advertising. There are two new Board members; Bruce Butler who will also take on the Membership position and Jim Nicholson agreed to become the ninth Board member. Joyce and Tom Edfors said they would stay on as editors of *The Hub Cap* for their 14th year.

Our new Director, John Boswell, was introduced and he went over his plans for the new year as well as activities for 2019, asking anyone who would like to do an event to please come forward throughout the year to help your Board with a project or new activity for the club to enjoy. He acknowledged the out-going Board members, which included Dick Profio, Dick Clarey and John Nordstrom. A discussion was introduced regarding the years of CCCA Classic cars and if they would ever be changed to include more cars. Because our National Director and regional member, Carrol Jensen, was in Hilton Head at the time, they shelved that conversation for the future.

Dick and Kathy Clarey generously sponsored the music by entertainer, Rick D'amore, that we had throughout the evening. He kept the music going all evening without interfering with any other conversations. However sometime during the evening he lost his grandfather's ring and was devastated. Luckily someone found it and turned it in. He was so grateful as this ring means so much to him. Also, thanks to Bill and Maria Tess for hosting this event.

Before the evening was over we were reminded of four members we have recently lost: Del Beyer, Harry Krueger, Jim Schneck and Karl Weiland.

There was a brief discussion on continued mailings versus use of email. Everyone, except Paul Grant, preferred that *The Hub Cap* remain in print. A few said a choice of mail or email would be nice. However, the overall consensus is to keep the Directory it in print and not sent as an email.

[Assistant Editor's note: We thank Rosemarie Jensen for writing this article. Joyce and I were both ill and unable to attend.]



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MY HERSHEY EXPERIENCE

by Brandon Butler

Editor's note: Many of you know Brandon, this article's author. He is an incredibly enthusiastic and knowledgeable 17 year old who gives us hope for the hobby's future. He discusses many different cars, many of which are not Classics. Due to the amount mentioned, we are not putting (nc) after each one and instead acknowledging the fact here.

If you are a car person and have never been to the Hershey Car Show and Swap Meet, you're doing yourself a huge disservice! I've attended this event for the last three years and have enjoyed every second (unless it's rained). Hershey is a place where you only meet automotive enthusiasts and it is all about cars. It's a place where you can meet car celebrities and not pay the Pebble Beach price. Most of all, it is a place to see pre-war cars, purchase practically any antique or vintage car part and meet like-minded individuals from all over the world. At the AACA Car Show, there's not a hot rod or street rod to be found and that's a nice change of scenery. I found car brands on exhibit that I've never even heard of!

As I mentioned, this was my third trip to Hershey with my father, who is also passionate about original/factory spec'd automobiles. Our trip started at the Milwaukee airport with me a little worried about weather issues as our layover was in Charlotte, NC, which was being threatened by weather from the hurricane. Lucky, we made it to North Carolina with no turbulence and on time. But, we were still required to walk briskly across the full airport to our next gate. We then hopped on a plane to Harrisburg, PA, which was another quick, no-turbulence flight. By this time, it was around 11:30 PM and both of us were very tired. One thing was on my mind of course, being a car person and all, was the rental car! Sounds a bit silly, but I've always enjoyed seeing what brand of rental car we would get. As we typically get in so late, there are sometimes free upgrades available. In prior years we have received a Buick Verano and a Dodge Durango, both amazing vehicles. This year, I thought we had it struck big as I saw Mercedes keys on the desk. Unfortunately, this was not the case. Instead we got a baseline

Hyundai with a missing nose badge on front. Better luck next time! After a 20 minute ride to the hotel, we enjoyed a good night's sleep knowing that tomorrow would be a long day of walking.

Thursday morning we woke early to grey skies and light rain, but we still decided to attend the swap meet. We had walked down two rows before realizing our mistake as almost all vendors were closed, with most of their wares still under plastic. My dad and I were walking through one of the car dealer tents when the rain started to come down a lot harder than we expected, so we hustled back to the car and drove off. We had a tough rest of the day as we just drove around to different non-car related stores and sat at the hotel. Luckily, my friend, Ed McCord, (many of you met him on the fall tour) and his friends were going out to dinner and invited us to join them. So we got a little car talk in that night. After our dinner, we went back to the hotel disappointed with our unsuccessful day. But we had hope, because we knew tomorrow would be much better.

We woke up early Friday morning to find it to a cold yet sunny, so we set off again to Hershey, this time knowing we would find some success. We avoided the traffic by getting to the show a bit later and to a packed parking lot. Entering, we found some vendors had still not unpacked, even with our late arrival. There were also some vendors that had decided to leave early, possibly because of the rain the day before. We continued to walk the show and I ran into Paul and Jan Grant (one of many Grant sightings that day). They were looking for parts for their 1932 Packard Roadster and had already been successful finding the headlight buckets they needed and now we were on the hunt for hubcaps. Unlike most people, I came to Hershey with one purpose, picking up my rebuilt Crosley engine. Finding parts for my Crosley Hot Shot would have been an extra bonus. My dad was searching for a tire pump for my 1930 Model A (this part has eluded us). Previously in the summer, at the Crosley Meet in Ohio, the Crosley engine was delivered to the rebuilder. Fortunately,

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he only lives 30 minutes from Hershey. My intention was to pick the engine at Hershey and have my friend, Edson, help to get the engine back to Wisconsin in his truck. The engine delivery went quickly and easily because the rebuilder made this nice crate with a small wood transporter to push onto the field. The transfer took no more than 10 minutes and I was thrilled to finally have my freshly rebuilt engine.



1916 Fiat Town Car

We continued to walk around until 11:00 AM when we made our way to the Hagerty booth to meet up with my favorite celebrity, Tom Cotter (*The Barn Find Hunter*). If you don't know Tom Cotter, he is the author of the famous barn find book series. His most famous being "Harley in the Barn" and "Cobra in the Barn". I've been interested in him since I began watching his amazing "The Barn Find Hunter" YouTube show. In his show, Tom travels the country looking for old cars and barn finds. There is no drama and no celebrity appearances, only straight facts and old cars. I've known Tom for three years and he's an amazing individual. He is very personable, open and loves to talk cars. The first year I met him, he allowed me to sit in his barn find Cunningham. I will never forget what he told his mechanic friend as he pointed at me and said "if this man has any questions about this car, you answer them". His mechanic told me the full history of Cunningham and where Tom found the car. I could write a whole other article just about that car. Tom and I proceeded to talk cars and I mentioned he needed

to come to Wisconsin. He asked if I still had his email and said to send him an email "reminding him". He invited me to go on a ride along with him when he goes hunting! He shouldn't have said that, as I will be taking him up on that offer! If anyone knows of any cool cars in garages or barns that haven't been run for years and are in need of restoration, please contact me! Tom's not interested in purchasing cars only interested in documenting them and meeting their owners.

We proceeded to get back on track walking the swap meet area where I made my first purchase, a single 1920's Cadillac hub nut. I also found a 1920's Mazda Westinghouse light bulb box and a Pontiac hub nut. These will all go into my automotive display cabinet. No luck on any nice Crosley parts or the 1930 Model A tire pump.

For those who love rare pre-war cars, it looked to be a good show. I saw a lot of tents advertising Pierce-Arrows, one advertising Stanley Steamer and more brass parts than anyone could imagine. For the lack of luck in parts, I did find my interest in cars. I found some real gems, unfortunately not many of them Full Classics® but still pre-war.



1938 Rolls-Royce Brewster Sedan

The first gem I stumbled upon was a 1916 Fiat Town Car, a real rare find here in the states. This car caught my attention like no other at the swap meet. From every angle I looked, I became more intrigued with this wreck of a car. When I first walked up to the car, I believed I had found a Model T Town Car, which would have been a privilege to see on its own. But, as I got closer, I

saw the grill which was oval shaped leading me to believe it was a more expensive car. There were no badges or scripted hub caps. My dad asked about the car. The owner said it was a Fiat, of course I was floored when hearing that. The owner believed that this car was shipped to America as a shell (no engine) and rather than importing the Fiat engine, the owner or coach builder just put in a more reliable four cylinder flat head Continental engine. We were told that the car starred in a 1932 movie called the "Savage Girl". I researched the movie when I got home and, sure enough, there was the car. The movie is on YouTube and interesting to watch. I'm not sure how the car came into this state of disrepair, but the wood was rotted and the fenders had surface rust. The body was rock solid for some reason! It was all aluminum and the hours that went into making this vehicle must have truly been incredible for the time. A few other interested features were the lack of bright-work on the car and the driver had no door. What I mean by that is it was like a Model T. On the front passenger side there was no door at all. It was obviously a very luxurious car for its day and I hope some restorer will see its value and will express the same amount of passion and interest in this car as I and will restore it to its former glory.



1908 Rolls-Royce

The other cars I found interesting were a 1938 Rolls-Royce Brewster Sedan which looked almost exactly like a Ford Brewster, just a little more ugly in my opinion. An early brass Rolls-Royce, which included 3 giant horns and more brass than you'd ever want to polish. Typical for a Rolls it had a makeup kit in the back seat and 'King of The Road'

headlamps. Luckily, for the owner, these were self-generating acetylene lamps so there is was no worry about Lucas electrical problems (people with British cars, or have previously owned British cars, get the joke).



Brass-era Renault

Some other notable vehicles were a brass-era Renault with the radiator near or in the fire wall. A couple of guys came up and were clueless as to what it was, I said it was a Renault and told them about the strange radiator. I then proceeded to walk to another row where I found myself in front of a 1906 Model K Ford. The same guys asked me about the Model K, so I told them what I knew and explained that it was Henry Ford's attempt at a luxury car and that it proceeded the first Model T. They were very appreciative of the knowledge and jokingly said I needed to be their tour guide. Later, I found out that the Model K was Ford's first and last attempt at a 6 cylinder engine until 1941. It was also Ford's most profitable car before 1908, making up 85 percent of Ford's revenue and selling over 900 cars. The Ford Model K would cost about \$65,000 today and only 20 are estimated to survive. Some other honorable mentions would be a 1933 MG Model L with a monstrous SU carb and supercharger along with a crash-box transmission and Brooklands wind-shield. Of course, it wouldn't be a Brandon Butler article without mentioning a 1930's Franklin which I was really interested in. Another gem was a 1910 Pierce-Arrow motorcycle which was *not* the world's

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first four-cylinder (fun fact: the Belgium made FN was the world's first). In the car corral was a Minerva Limo and an original Boss 429 Mustang, which was sitting next to a GT500 and a GT350. These really caught my attention.

Later that evening we enjoyed some hospitality from Brain White and his wife, Trish, who brought their 1920 Stutz Bearcat to the Milwaukee Concours in 2017. I was told that they have a phenomenal car collection in North Carolina. This was an evening of eating good food, meeting new faces and talking cars with old friends, like Paul and Jan Grant and Carrol and Carl Jensen.

The Saturday morning AACA Car Show is always a highlight to the trip. You can enjoy seeing the whole show by just sitting on some bleachers and watching the exhibitors all drive by. AACA requires every vehicle that attends the show be driven onto the field. The only exception is race cars or non-street legal vehicles. I personally feel that the best cars to watch being driven in are the buses and the steam cars! Unfortunately, just like two years ago, we had rain and the cars came in very slowly.

Main goals of going to the show was this article and what will be a future featured article about a 1931 Franklin and its well-known owner, whom I interviewed. This Franklin has an air cooled, of course, six-cylinder engine and is bodied by Dietrich. Plus, the car is an original survivor!

[Assistant Editors Note: See the next issue of the Hub Cap for a full story about this car].

As for the rest of the show, it was fantastic but very low attendance. It was good for me because I got to take pictures of hood ornaments and cars. Some other premier cars at the show were a Jordan touring car, a 1920 Mercer Raceabout, a 1926 Pontiac Coupe, Dual Ghia and the people's favorite, a Greyhound bus, which is in Concours condition and took over 1 million dollars to restore (every rivet was replaced). The Greyhound bus was a true gift to see driving when it was first presented last year. People started cheering when they first saw it. My time at Hershey ended when my father and I left early for the airport, giving us two to three hours to kill and enough time for me to write this article.

I hope you enjoyed it.

THE C&C HANDEE-CLAMP

by Gregg Hotson

I've got a few oddball tools in my toolbox that rarely get used, but are indispensable in unusual situations.

Some years ago I was having my mechanic work on the exhaust system of my Pierce-Arrow. When he was bolting things back together, one of the nuts was located in a tight spot where he couldn't hold the nut in place with his fingers. He immediately pulled out an unusual thin-handled tool that grabbed the nut and held it in place while he turned the bolt. Once the nut was started on the bolt he released this tool and used a conventional wrench to tighten the nut. I asked him what this tool was called and who makes it but he couldn't recall as he'd had it for many years.



I recently found a very similar nut-starting tool called the "Handee Clamp" (see photo above). The tool is very simple but effective however don't attempt to use it as a wrench to fully tighten the nut as the tool is just stamped sheet metal. Simply place your nut in its jaws and tighten with the knurled nut at the opposite end.

It is available online for \$17.99 for the zinc-plated version and \$20.99 in powder coat. Better yet, it is manufactured right here in the US in Marshalltown, Iowa. Immediately after purchase I used it to screw on some awkwardly located nuts on the infamous Harbor Freight 2-ton engine hoist that I recently purchased. I'll rate this tool a full 5 out of 5 stars for value and functionality.

MY REAL CAR LIVES OUTSIDE

by Joyce Edfors

Let's face it. I'm married to a terminal old car nut. To survive being married to such a guy you either have to love it or go shopping. Both alternatives are totally acceptable. I just happen to be one of the type that actually loves it. I can generally identify engine parts even if I'm not always dead on with how they function. But truthfully, I'm not sure if all the guys know either. I occasionally devote a day to helping with major projects (and there always seems to be one). I've cut new linoleum running boards and helped put them on our Pierce-Arrow, polished chrome, nickel and brass, held flashlights and hoods up, touched up paint, etc. I also help to direct him when hooking up the enclosed trailer with success after a try or two or three. I didn't say I was actually good at everything.

I can't say I wasn't warned. Our first date was to the Lake Forest, Illinois car show more years ago now than I can believe. It was there that I fell in love with a Cord and vowed to have one some day. Well, sometimes wishes do come true...but I should have wished for one that was already restored. Oh well, once again the helping with projects comes into play. When in the ladies room a rather crazed looking older woman with wild eyes came rushing up to me and asked me if I was married. I replied no and she then uttered the rather ominous words, "Honey, get out now while you still can!" Obviously, I didn't follow her directions or I wouldn't be reminiscing about this now.

The whole point of this article was to tell you about why my real car lives outside (and I suspect that many of you have the same situation). But I can't tell you about it until I tell you a little about where we live and why. Tom and I are nuts about almost anything antique as you who have been to our home can attest. Actually, I've had two of our fellow Wisconsin Region members describe our house to others like going to a museum. I'm not really sure if that's a compliment but I choose to take it as such. Anyway, after we got married it was our dream to have an old house to restore and we found a diamond in the rough in a little town a bit further from the Milwaukee Metro area

than we had hoped but it is only a mile away from the interstate and the price was right. We spent three years pouring over literature on correct materials and paints and the like for our Colonial Revival house. It was important to us to restore our house to as close to the original as we could with a bit of our personal whimsy thrown in.



*My
real car*

But hold everything car guys, our priorities were in the right place. Before any house renovations could commence, the most important thing had to be done. Yes, build another garage. Our attached two car garage could fit only five old cars, hence a new one had to be built right away. So, we built our 'carriage house' first. That technically is also a two car garage but fits up to six vehicles unless you actually want to work on one of them. There is no room inside of either one of them for modern cars. There is this strange phenomenon about garages and vintage vehicles, they attract.

So, we keep talking about building another garage in the back yard that would only be a reason to add to our menagerie of antique transportation. There would be room for the more cars, buggies, high wheel bikes, but unfortunately I don't think Tom' dream a steam locomotive or WWII warbird would fit. There are city ordinances after all. The moral of this story is: even if we had more garage space, my real car would STILL live outside.

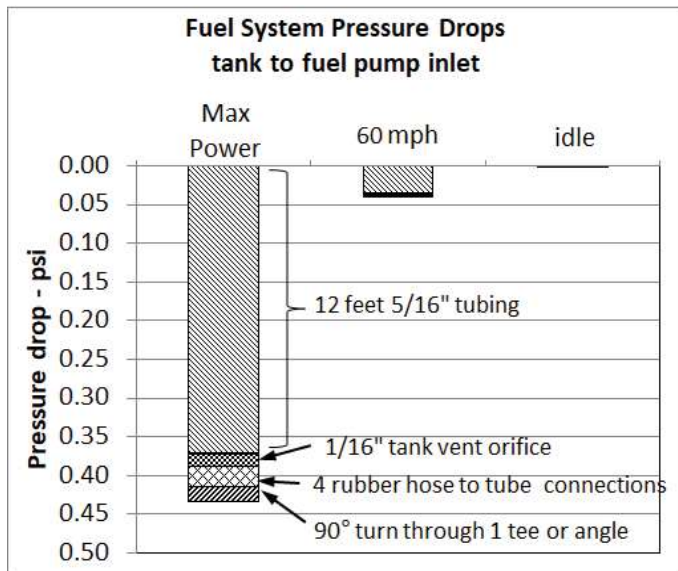
VAPOR LOCK PROBLEMS WITH ETHANOL AND POSSIBLE MITIGATIONS

by Jim Chase, Copyright November 2017

Assistant Editor's Note:

The following article is reproduce 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.

The following chart shows pressure drops in the fuel line between the tank and fuel pump inlet calculated for 12 feet of 5/16" fuel line drawing through one 90 degree tee or elbow fitting, four copper to rubber connections, and the reduction in pressure of the fuel tank when air is drawn through a 1/6" diameter hole in the fuel cap to make up for the volume of fuel being drawn from the tank. This assumes a smooth continuous flow of 19 gallons/hour needed for a maximum rated 140 horsepower, 5 gph for 45 hp at 60 mph on a level road, and 1/2 gph at idle.



The caveat of these calculations of smooth continuous flow is not correct of course. The engine driven mechanical pump is a reciprocating pump that draws fuel in for 1/2 its stroke and pumps it out the other half. This means that on the suction stroke the pump is trying to accelerate the entire

mass of fuel trapped in the fuel line from tank to pump to more than twice the average velocity calculated for continuous flow, and when it reaches the end of the suction stroke it tries to stop all of the flow in the inlet line. With the engine producing a maximum 140 hp at 3400 rpm, and the fuel pump being driven by the camshaft turning at 1/2 engine speed, it only has .018 secs to accomplish that acceleration. It would require over 12 psi suction pressure to actually accelerate the trapped fuel, and when it suddenly tried to stop it at the end of the suction stroke it would over-pressure by more than 12 psi. In household water plumbing this phenomena is common "water hammer" often heard from the pipes rattling in a house when a valve is shut off suddenly. Gasoline of course happily starts evaporating the more volatile constituents with much less suction pressure than that, so some vapor is pulled out of the flow on the suction stroke. When the pump stops on the bottom of the stroke, the fuel in the inlet line re-pressurizes and will tend to re-condense the vapor back into liquid. In effect the pump is going to pull a cushion of vapor bubbles that is constantly evaporating and re-condensing to smooth the flow out closer to the continuous fuel flow velocity. The maximum suction pulling the fuel in is at the fuel pump inlet valve, thus normally it is always sucking some vapor even at low temperatures. Once the pump pulls in some vapor and it hits the hot walls of the pump, it is less likely to re-condense into liquid on the pressure stroke. This is why fuel pumps needed to be designed for "20 to 40" times more volume than required to just flow liquid fuel. The suction to accelerate is also a function of velocity squared – 2 x faster oscillation reduces pressure 4 x, so it is not much of a factor in hot vapor lock at idle or restart. Even at idle, however, tiny bubbles may be seen pulsing in the sediment bowl.

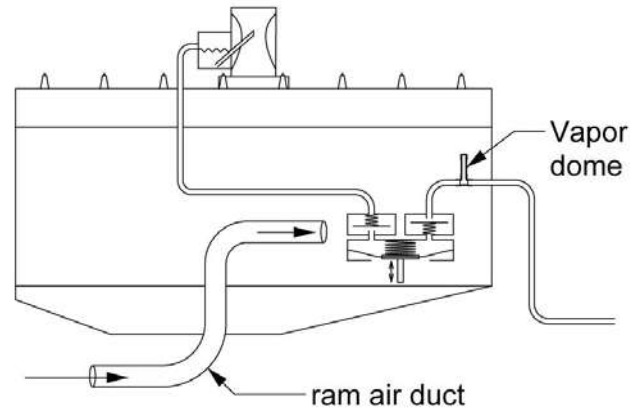
Driving vapor lock at high power is a combination of both temperature and fuel flow. Any temperature gain or pressure drop along the fuel line is going to exacerbate driving vapor lock. This includes longer

fuel line lengths and additional fittings. Again, the higher volatility of ethanol added to fuel is going to make vapor lock more likely. For ethanol, a 1 psi reduction in pressure has about the same effect as a 10° increase in fuel temperature.

When driving vapor lock occurs the immediate solution is to reduce throttle and power to reduce fuel flow.

The reciprocating nature of the fuel pump suggests a potential help for driving vapor lock: a vapor dome located on the fuel pump inlet. This is a classic solution for smoothing oscillations, and fuel pumps generally have a vapor dome on the outlet to smooth the flow to the carburetor. An inlet dome would consist of a tee fitting with length of 2- 3" of vertical tube capped and sealed at the top. The vapor trapped in the top would provide the cushion to smooth the flow and reduce the vapor generated in the fuel line and pump inlet. It is unclear whether this would make a big difference, but easy and inexpensive to install.

This and a ram air duct tube to cool the pump while driving at speed are illustrated below.



The intent of the low duct position is to get cool air from under the car that hasn't been preheated by the radiator. As suggested in Part 1, for hot restart and idle vapor lock with no car motion for ram air, the air from under the car would need to be

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induced with a small fan, and the ducting may as well include branches to direct air to both the carburetor bowl and the fuel pump.

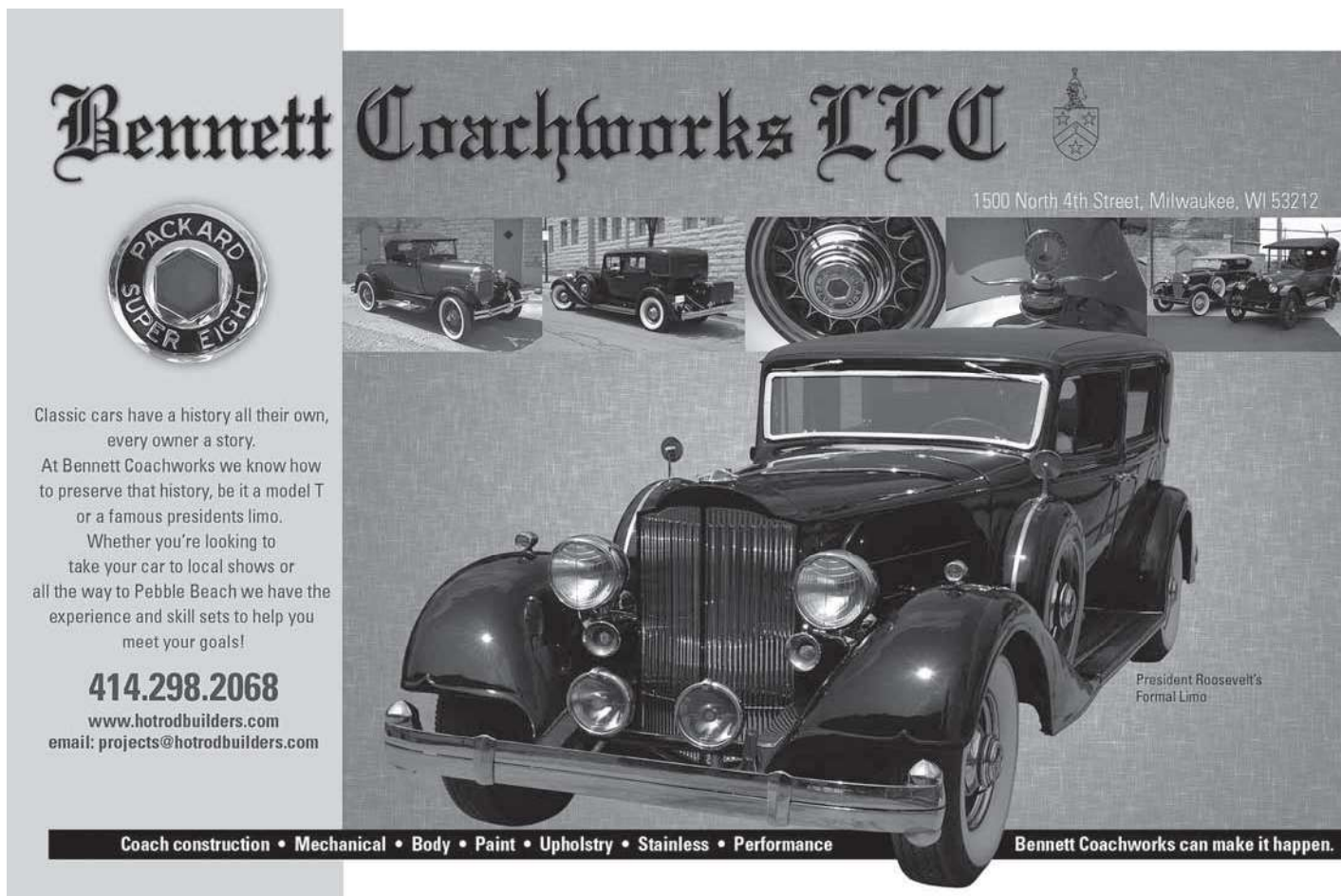
Many cars that had the fuel pump on the same side as the exhaust manifold originally had metal heat shields installed above the pump to reflect exhaust manifold radiant heat. To maximize effectiveness they should be polished and reflective. Muffler wrap insulation around exhaust pipes and mufflers should also help. Some cars' exhaust pipes and mufflers originally were "asbestos lagged" to insulate. Authenticity here may not be a good idea, but asbestos free exhaust insulation is available.

Other items that could have a significant impact on vapor lock focused on the pump: A leaking sediment bowl gasket could pull air in reducing fuel pump effectiveness. A leaking pump inlet valve will pass vapor much more easily than liquid, and the vapor will be concentrated at the inlet valve. Also,

anything that reduces the pump stroke such as wear or incorrect gasket thickness would reduce pump volume.

One of the schemes sometimes used to try and eliminate vapor lock is to tee off the line at the carburetor inlet and run a return line back to the tank. The return line is fitted with a small orifice to restrict the fuel flow of the return. This is designed into post-modern high pressure fuel injected cars. The idea is to maintain some higher flow rates through the system to reduce fuel temperatures. It may help, but could hurt. First the fuel returning to the tank has been heated on its trip through the system, and will gradually increase the temperature of the fuel in the tank. This will be less of a problem with a full tank, but becomes more of a problem as fuel is burned and there is less and less fuel being heated more and more by the return system. Increasing the total volume of fuel being pumped reduces the temperature increase of the fuel, but the increased flow also reduces the

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BOSWELL'S HALLOWEEN BASH

by Andy Bogusz

I'm sure many people welcome fall as a somber time to reflect on the year, prepare for winter and anticipate the relaxation ahead of the holiday season. But I imagine to car enthusiasts, fall always arrives too fast and too abruptly. Fall is a complex time in the lives of an automobile aficionado, while the colors blanket the landscape creating a beautiful canvas for a fall drive, it also signals the impending lackluster reality of preparing your Classic(s) for hibernation. Amidst this annual winterization is one last informal party to look forward to, the Boswell's Halloween Bash!

Although WIRCCCA's Annual Banquet officially and formally closes out the year's club and driving activities, the annual Halloween Bash is the perfect festive way to celebrate the close of the season. Thank you very much John and Bunni Boswell for your incredible hospitality! As usual, the food and drinks were phenomenal, and the entertainment was spectacular. DJ Sean Schultz of Flashfire Productions returned for another year to spin records and emcee the evening. Not only were the party goers boogieing with each other out on the dance floor, they were also dancing the night away with each singer and music group thanks to a massive projector screen playing each song's music video. The screen was so large it actually felt you were side-by-side with Michael Jackson doing the Thriller!



Jan and Paul Grant getting into the 'spirit' of things

The 2018 Halloween Bash served a dual purpose this year as a charity event as well. Throughout the night a silent auction took place to raise money for South Milwaukee resident's "Restore the Lagoon" initiative to restore and preserve the city's historic Mill Pond. The Lagoon, as it is called locally, has not been maintained over the years as it should

have been. The objective of the initiative is to dredge the Lagoon of silt and debris and clean up the structures around it. Once this is completed, the goal is to bring back the vibrant activities that once centered around Mill Pond. The evening's silent auction, combined with some very gracious donations, helped add \$400 to the restoration fund!

There is always a very eclectic group of people present from personal friends of the Boswell's to many members of the different car clubs they are affiliated with. Besides the WIRCCCA members this year, there was a small turnout of Wisconsin Jaguar Club members. There was no shortage of good conversation and many new connections were made. Thank you to all who came out and dressed up for the party!

Vapor Lock continued from page 16

pressures, so with any given car the balance between temperature and pressure will be a bit of a crap shoot. This scheme is effective in new cars bear but bear in mind that they are so focused on fuel vapor problems with current fuels that the pump is actually mounted in the fuel tank to keep it cool and the entire line from the bottom of the tank to the engine is pressurized.

For pure hot restart vapor lock in old cars this system would not be expected to provide much benefit, since that problem is focused on boiling in the carburetor and pump. If a hot pump is at full stroke already pumping nothing but vapor it isn't going to help anything until the system starts pumping liquid if you actually get it to start and run for a bit.

The final installment will appear in the next issue.

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TRIBUTE TO ERV KOSER

by Rosemarie Jensen

Ervin E Koser

December 30, 1928 - January 11, 2019

Erv Koser left us on January 11th, 2019, with his family by his side. Erv suffered from Parkinson's Disease for about ten years. When it became worse and he could no longer drive, except to church and breakfast on Sunday, he did not renew his membership in CCCA. As a long time member, he and Theresa were very active. They were always seen on the tours around the state, Door County and the three-day fall tours of yesteryear.



Erv was always available to attend a WIRCCCA fund raiser and you could count on him to do his share. One year Warren was on the board and in charge of doing a picnic. Knowing it would be nice to have it at the Koser farm, Warren asked them if it could be held there. We knew it would be work for Erv to empty one of his garages to make room in case of bad weather so we offered to help, but he said *"I didn't say I would do it yet!"*. We knew what a workaholic Erv was but he looked at me and winked and then looked at Warren and said for anyone else "NO" but because you asked me, we will host the club picnic and it turned out to be one of the best ones ever.

If you were fortunate to have known the Kosers, you are blessed. Warren and I couldn't have asked for better friendships. When we first went out to Arizona, they had already bought a place and we were looking to rent. They shared their hospitality with us for two weeks until we found a place for the next year. That next year lasted for about a dozen years of being their neighbors. Cocktail hour was every night at 4:00 pm at one or the other's place. Many new friendships were made and each winter was a good time. We created so many wonderful memories.

Back at home, he quickly got into his 'farmer mode', which he loved. He had beautiful gardens with every type of produce. Theresa said "Erv, who do you think is going to eat all of this?" He encouraged the young grandkids to open a stand by the road if they wanted. Otherwise it was shared with anyone who wanted it. He called us several times when the sweet corn was at its peak and said "Come and get some now, tomorrow is too late". He said bring some big bags along, so we took two bags from the grocery store along. When we got there, he already had five bags picked which was more than we needed. He insisted Warren finish picking the rows he had started. So off Warren went only to be taught a lesson in how to pick corn. Warren and I spent two whole days preparing the sweetest corn for our freezer!

Erv liked people and people liked him. Always a true friend and also a big tease. He adored his wife, Theresa, and was so proud of her. His family, Gary, Don and Susan and all the grandkids kept him young and he loved that. They were a close family always working together with whoever needed a hand. Erv was a true gentleman and we feel very blessed for all the years of his and Theresa's friendships. He is greatly missed.

IN MEMORIAM

James M Goodnetter

February 9, 1928 - December 10, 2018

Many of you will remember Jim Goodnetter who was a former member of the WIRCCCA for many years. He was a snowbird who lived in Fort Myers Beach, FL and Brookfield, WI. He passed away peacefully in the presence of his family on Monday, December 10th, 2018. His daughter, Mary Goodnetter, was active in our club with her father. Passionate about cars, Jim was a long-standing member and active participant of the Classic Car Club of America and the Antique Automobile Car Club of America. He shared many good times in the car hobby.



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