



New England Classic Quarterly

New England Region of the Classic Car Club of America



Photo by: Jack Welch

Scherr Collection Bugatti



Photo by: Jack Welch

540K - The Nethercutt Collection



July 20, 2013 - Paris, Maine

Hamlin Memorial Library welcomes Classic Car Club members to a one-day public viewing of the private collection of CCCA Life Members Bob and Sandy Bahre.

This collection of more than 60 vehicles includes their fantastic Duesenbergs, V-windshield Packards, and foreign Classics. In addition, there will be antique dolls, horse-drawn carriages, musical instruments, and antique toys.



The day's events also include a craft fair, live music and refreshments held on the Green in Paris Hill, where visitors are surrounded by some of Western Maine's most beautiful mountain scenery and historic architecture. Admission into the car collection is \$10 for adults, \$2 for children under 12, to benefit Hamlin Memorial Library and Museum, Paris, Maine.

(207) 743-2980 or www.hamlin.lib.me.us



CCCA Region member Jerry Lettieri has been very active buying, selling and collection cars for more than 50 years, including many classics.



Jerry Lettieri



Here are a few that have passed through 132 Old Main, Rocky Hill, CT.

Father's Day Tour

Sunday, June 16, 2013



• Wilbraham, Amherst, Quabbin •

George and Mary-Kate Holman will host a one day, 50 mile driving tour on Sunday, June 16 – Father's Day. (Originally there was an NER tour in CT to Jack and Chris Beebe's for lunch scheduled on that date, but unfortunately something unexpected came up that prevents them from hosting our group.)

We will drive a 50 mile loop of mostly back country roads starting and ending in Wilbraham, MA, at George senior's home. We will drive north with a stop at Atkins Farms Country Market, a gourmet country orchard and market (<http://www.atkinsfarms.com/>) where we'll have lunch at their hot dog, deli and ice cream stand.

Lunch at Atkins should run between \$5 and \$10 per person, though you may also wish to purchase some specialty goods such as bakery items, country trinkets and the like in their lovely shop. There will be time to browse.

We will also visit Quabbin Reservoir where there is a gentle hill climb to a summit tower that has a five state view (<http://www.mass.gov/dcr/parks/central/quabbin.htm>); perfect for nature lovers and amateur photographers.

- We'll meet at the home of George Holman, Sr., 583 Main St, in Wilbraham Mass., at 10:00 a.m for coffee & light pastries.
- We'll depart for our tour at 10:30.
- We'll return to the Holman homestead in the mid afternoon.

There is a \$5 per car registration fee to cover administrative costs.

Checks should be made out to NER CCCA and can be brought to the meet. **Please RSVP by June 9** to George Holman, Jr., so we know you're coming and don't depart without you!
Contact George, Jr. via Email (gholmanjr@fmkeefe.com) or phone (413-426-1857).

Please join us for this Father's Day tour for a relaxed Sunday drive with friendly camaraderie, great back roads and beautiful scenery. Looking forward to seeing you! George and Mary-Kate

New England Classic Quarterly

New England Region of the Classic Car Club of America

Second Quarter 2013

Officers

Director	Jack Welch
Assistant Director	Chuck Niles
Secretary	Rich Doucette
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Activities	Frank Wemple
Club Historian	Frank Wemple
Webmaster	Jeff DeMarey, Mary Kate Holman

Advertising Information

We publish free classified ads for members in the *Nor'easter*. Ads must relate to Full Classic® cars. We also accept commercial advertising. For more information on placing an ad please contact the editor; Heidi Ann Charlton at Classic4@megalink.net

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Technical Seminar Reminder

REMINDER: Our Technical Seminar at Bill Ruger's on April 20 is right around the corner! If you haven't already done so, be sure to mail the registration form right away. For more info contact Frank Wemple: Classicpkd@aol.com

2013 Event Dates

New England Region sponsored events are in bold italics.

April 20.....	Technical Seminar at Bill Ruger's
May 4 to 26	CCCA Cross Country CARavan
June 1.....	Sturbridge Old Car Festival
June 1 & 2	Greenwich, Connecticut, Concours d'Elegance
June 14 & 15	The Elegance at Hershey
June 15.....	Vintage Motorcar Festival, Klingberg Family Center, New Britain, CT
June 16.....	Tour of Connecticut - Holmans
June 21 to 30	Lincoln Highway Centennial Tour
July 6.....	Heritage Museum & Gardens Meet, Sandwich, MA
July 20.....	Founders' Day, Paris Hill, Maine - The Bahre Collection
July 27 & 28	Misselwood Concours d'Elegance, Beverly, MA
July 30 to August 4.....	Vintage Racing Celebration, NH International Speedway, Loudon, NH
July 31 to August 3.....	Cadillac LaSalle Club National Meet, Quincy, MA
August 14 to 18.....	Pebble Beach Concours d'Elegance
September 6 to 12	Idaho CARavan
September 22	Mystic, Connecticut, Meet & Tours
September 22	The Boston Cup
September 27 to 29	Hemmings Concours d'Elegance, Saratoga Springs, NY
Sept. 30 to October 3.....	New England Region Berkshires Tour
October 9 to 12.....	Hershey Swap Meet & Car Show
November 3.....	New England Region Annual Meeting at The Publick House in Sturbridge, Mass.

Director's Message

As Spring rolls around, please take a look at the activities that our Board has put together for this upcoming season. We all seem to have more on our plate these days, so it makes it hard to decide what activities we are going to participate in.



The upcoming Tech Session on April 20th at Bill Ruger's has a new and exciting format, this promises to be one of our most interesting Sessions to date. Bill's really interesting and changing collection has always been a big draw in the past, so plan to join us for a really nice day.

Mary Kate and George Holman are planning an upcoming June tour. This will be a very low-key event. If your Classic is not quite up to the event, come in something else, but try to make it and share in a day of fellowship with your fellow CCCA members and enjoy great back roads, with a little food thrown in for good measure.

We are also really excited about a fall tour in the Berkshires, which Garth and Karen Story have been busy laying out. It will be a great tour with a first class hotel as our gathering point. Make it a point to really try to get some real benefit out of your membership this season, and participate in an event that grabs your attention.

As a final point, I would add that it would be even better if you could invite some young person to join us. Bring someone that may have the possibility of developing an interest in our cars. I have invited my nephew to an event just to prove to him that our cars really can run on their own. They are not just large pieces of iron taking up space in our garage that could really be improved on by dropping in a "crate" engine and upgrading the front end with a Camaro sub frame. A winding road looks much better beyond a long hood, with a mascot sitting over the radiator, than it looks any other way.

— Jack Welch

From the Editor

The past two months have flown by and here we are again putting together our second club magazine.

As you will discover in this issue our members have been busy and as a result there are some very interesting articles and photographs herein. We hope that they will inspire you and perhaps encourage you to think of future articles that you may want to have published.



Both Lanes are open.....
.....proceed ahead.

Heidi Ann Charlton
228 Christian Ridge Road
South Paris, Maine 04281
(207) 743-5768 Home
Classic4@Megalink.net



(CX5) NORTHBROOK, Ill., May 21--A STITCH IN TIME CATCHES 1929--Knitted sweater provides humorous touch to ornamental radiator cap on 1929 Lincoln Greyhound which Howard Hollenbaugh, Gary, Ind., exhibited at Classic Car Club of America regional meeting. Northbrook is a Chicago suburb.

(AP Wirephoto)(fw21500trib) 1973

Submitted by Michael Schinas

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Both Emmons and Bilpach note, "The specially worked radiator shell (without the Model L emblem) further suggests that this car was truly a 'super custom' creation. There is no evidence that holes were ever punched in the rear frame ends for taillights, indicating a custom creation from the Lincoln factory."

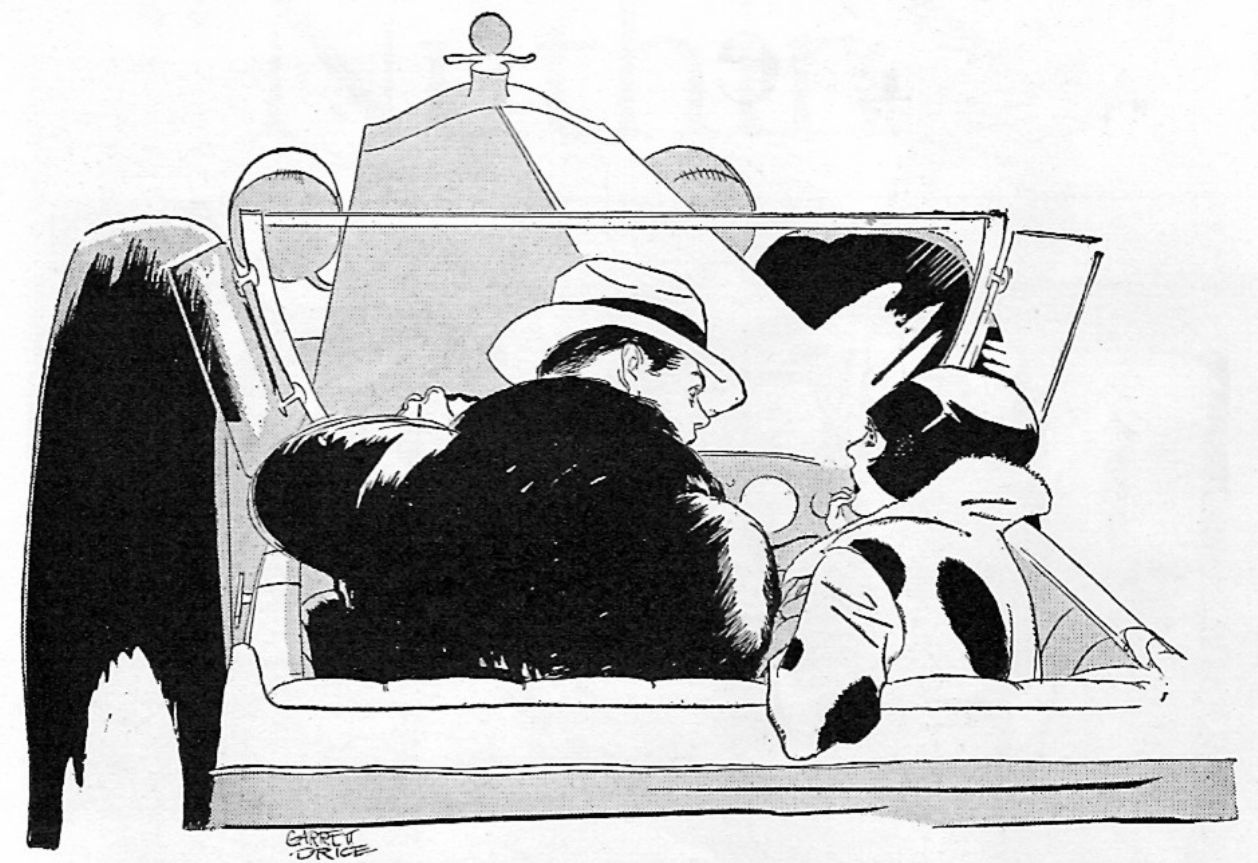
Scott Thams found that the twelve cars mentioned above were shipped to Chicago for the Auto Salon on October 30 and 31, 1930. This car was not shipped until September 8, 1931, but the first owner remains unknown. Original records indicate that number 65674 was "REBODIED" along with two other 1930 cars—according to a hand written note in pencil. One final comment from the Fork and Blade article merits mention here, "The quality of the '31 makeover is evident." This new owner wholeheartedly agrees!

It seems unlikely that the partial history summarized here will ever be completely sorted out. But one thing is certain—the Lincoln is a special car, and I feel fortunate to be its steward for the coming years. As this article goes

to press, Chris Charlton of Classic Car Services in Oxford, Maine is beginning a spring service and careful mechanical check-up. It has been in various collections for many years, and shows only 51,000 miles on the odometer—possibly original.

My intention is to drive the phaeton this summer—ice cream runs, a trip or two to the Owls Head Transportation Museum, and exploring the Maine coast at a 1930s pace. Later on, once we have gotten to know the car, my wife and I plan to make new friends at LOC and CCCA events around New England, and perhaps beyond.

P.S. As a new classic car owner, I want to thank the staff of RM Auctions, who were thoroughly courteous, professional, and flexible from the moment I contacted them shortly before the Arizona auction; Reliable Carriers, especially driver Bob Stankiewicz, who carefully transported and delivered the car to Maine; CCA and LOC member Glenn Davis, who has helped me in myriad ways; and Heidi and Chris Charlton and their staff at CCS, who have welcomed me and my car to their shop. Thanks also to my wife, who has enthusiastically signed up for this journey!



"There's something wrong. This gear-shift doesn't work."
"That isn't the gear-shift, Jack. It's—er—it's my knee."

Submitted by Frank Wemple

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The paint shone in mid-winter Arizona sun — an original combination of marine blue, silver and black. The chrome glistened, and a new canvass top complemented the exceptionally attractive body, including dual side-mounted spares. Photos here show a lovely car — the scenery up close is even better!



Anticipation.



Classic Arrival.



Brownie Carson and Ryan Brown with 1930 Lincoln Sport Phaeton.

The early history of this Lincoln is only partially documented. Writing about it in the May, 1983 issue of Collector Car magazine (in which the car is the “centerfold” picture) Harold Emmons, Jr. began his article, “Probably the last, and certainly the most unusual, Locke-bodied Model L 5 passenger dual cowl sport phaeton appears to have been built in October or November 1930.” He noted that “speculative early ownership includes the likes of Edsel Ford and the Honorable Frank Fitzgerald, governor of Michigan in the 1930s.”

In the November-December 2010 issue of LOC magazine Fork and Blade, Greg Bilpuch writes that no evidence exists at the Edsel Ford Estate to indicate Ford’s ownership. He adds that no research to link Governor Fitzgerald to this car has been undertaken. Both articles, however, tell the story of a Lincoln, the origin of which is shrouded in mystery.

The body, number 13-275, was delivered on April 10, 1929, and mounted on a different chassis (# 57434). Scott Thams researched the construction information, but found an apparently unbridgeable gap because the “Specification and Checking cards” covering Model L production were lost in a fire at the Henry Ford Museum in the 1970s.

Particularly interesting is this material from the 1983 Collector car article, quoted by Greg Bilpuch in his Fork and Blade story: *“The Ford Archives reveal another fascinating bit of information; the 12 following, consecutive, enginerial numbered cars following this one were built for the 1930-31 Chicago Auto Salon, none bearing a Locke body but all carrying some 1931 features. Thus it might be speculated that all 13 were originally destined for the salon and this one was withheld at the last minute for some special disposition.”*

In fact, this beautiful Lincoln has a Locke body from 1929 mounted on a 1930 chassis, with an unusual collection of 1931 features-- bumpers, differently pitched vibrator horns, headlights, taillights, steering column, luggage rack, curved headlight bar and newly designed Lincoln emblem mounted at its center.

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Classic Car Club of America Annual Meeting Los Angeles, California • February, 2013

By Jack Welch

The 2013 National CCCA Meeting was held at the Langham Hotel in Pasadena California. The Langham is a grand old California hotel that has been completely updated, and at the CCCA price of one hundred sixty nine dollars a night, it was a real bargain. A person could actually get accustomed to turndown service.

The event this year was actually run by National instead of by a region. It seems to be harder to find regions willing to host a National Meet with all the planning resources and financial responsibility that it takes to put on an event of this size. The future may find the National doing this more often, but the door is always open for a Region to host one.

It was a well planned event with close to two hundred people and over 50 full classics on display. I did turn out to be the only New Englander in attendance, but it was easy to make new friends, so I had plenty of company. Every day was fully packed with tours and things to do.

Day one found us going to the Nethercutt Collection and the Reagan Library in the morning and the Malamut and Scherr collections in the afternoon. The Nethercutt Collection has been widely featured in hobby publications, but the initial walk in to the Art Deco showroom of the thirties still takes one back, every time you see it. The Twenty Grand Duesenberg is always a treat to see, as well as the Ruxton, The Mercedes 540K, and the Rolls Royce collection. The Malamut Collection was rather eclectic, with many micro cars, woodies and a ton of neon and porcelain signs. The Scherr collection varied from full Classic to exotic modern cars, such as Ferrari and McLaren with some fifties American cars thrown in to the mix. It was a very nice take. Dinner and cocktails followed at Westlake Village Restaurants.

Day two started early with a continental breakfast and annual membership meeting starting at 7:00 AM. And a museum membership meeting following that. Buses departed for lunch at MiJares Mexican restaurant and, I must say it was very good and I am not a Mexican food fan. The restaurant has been around since the 1920’s and after eating there, I know why. The after

noon included tours to the Getty Villa and the Mullin collection. The Getty Villa is a spectacular sight, and a movie takes you through the concept and construction process. J Paul Getty never lived to see his villa project be completed. I had the opportunity to tour the Mullin Collection several years ago, when it was located in a garage at their home, but it has really expanded at its new location and it still features French Classics and artwork as it always did. I think it was one of the high points of the entire meeting for me. Evening found us back at Westlake for fellowship, cocktails and dinner.

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The Mullin Collection – Jack Welch Photo.



Mullin Collection Talbot - Jack Welch Photo.



Getty Villa – Jack Welch Photo.

Continued from page 3

Day three was another early day for me with Continental breakfast and the Regional Director's meeting starting at 7 a.m. The buses headed out for the Gene Autry Museum mid morning, followed by lunch at Tam O'Shanter Restaurant. The Gene Autry Museum is not to be missed by anyone who like western art and there is a large section on the cowboy movies and TV shows, that we all remember from our youth. The Tam O'Shanter served us prime rib for lunch, and even a luncheon portion made more than a few of us a little sleepy as we headed for an afternoon long VIP tour of Warner Brothers studios. The Tam O'Shanter is another restaurant that has been in operation since the thirties and was a very efficient operation getting about one fifty of us in and out without difficulty...A back lot tour of Warners brought us to several building scenes, that we have all seen used in many different movies. The "brick" front on a lot of the thirties looking buildings are actually a plastic sheet put over a framework to create the illusion of brick. It can be completely changed for any movie. It is all an illusion. The Awards banquet was that evening at the hotel. I did not attend, so I cannot report on that.

Day four was Saturday morning, and the view out of my window of the Full Classics assembling in the horseshoe garden was a wonderful way to start the day. As I was taking photos of the cars, I was tapped on the

shoulder and asked if I knew the owner of the car that I was photographing. I turned to tell the person, that I did not know, and noticed that I was talking to none other than Jay Leno himself. There was an excellent array of Classics on the show field, including several Duesenbergs, one of which was an original unrestored car. The famous yellow Cord that belonged to the cowboy hero Tom Mix was also there.



Jay Leno Duesenberg – Jack Welch Photo.



Tom Mix Car - Jack Welch Photo.

The Unfinished Story of a 1930 Lincoln Sport Phaeton

By Brownie Carson

My father told great stories about a family trip through the American west in his father's 1930 Lincoln seven passenger touring car. I always wondered how my grandparents and their four children fared on a journey from Philadelphia to Colorado, Utah, Arizona, New Mexico and back home on highways of that era.

Did the side curtains really keep the weather out? How often did they have to fix a flat or make a repair? Did they tour some of the same magical places my family and I have enjoyed—Rocky Mountain National Park, the red rock landscape of southern Utah, and the Grand Canyon? What an adventure to drive an open car through that wild country in the 1930s!

Although I have imagined such an experience from time to time, I never dreamed that I would own a Lincoln of that vintage. But, as fate would have it, I flew home from the January, 2013, RM Arizona auction as the happy owner of a beautiful 1930 Model L sport phaeton. How did this happen to a guy whose interest in automobiles runs toward sports cars from the 1950s and '60s?

Our neighbor in a small town in the Shenandoah Valley of Virginia where I grew up bears much of the responsibility for my fascination with automobiles. From an early 1950s Raymond Lowey Studebaker, he graduated to a Jaguar Mark II saloon. Then, in the spring of 1961, he traveled to England and returned with an Aston Martin DB4. I was smitten, except for the fact that this was a closed car!

So I fell in love with Jaguar XK120, 140, and 150 roadsters, plotting strategy to own one beginning at age 14. My first was a 1954 XK120 roadster, purchased in the fall of 1966 from a used car lot in New Hampshire. My second was a British racing green XK 140 roadster, bought in Virginia in the spring of 1968. Unfortunately, I sold both cars in the early 1970s.



Dana Carson patiently waiting.

My affection for Lincolns is not entirely without precedent, however. In October, 1968, while visiting my oldest brother in Seattle on my way to Vietnam, I discovered (purely by accident) a 1955 Capri convertible, and bought it for the princely sum of \$200—a rust-free example in palomino buff that had every power option of the day. I sent money to my brother for a tune-up and a few needed repairs, and drove it across the country with our third brother when I got home from the war. I still own and drive it, but that's another story....

Having never owned a Jaguar XK150 but still entertaining the notion, I noticed an "Imperial red" 150S roadster in the RM Arizona auction on-line catalog, offered without reserve. It might have come back to Maine on the Reliable Carriers truck had the Locke-bodied phaeton not been parked on the grass outside the Arizona Biltmore. As my father used to say about sailing yachts of classic design, "It spoke to me."

A chance encounter with Scott Thams, son of owner Dick Thams, heightened my interest in the car. Beautifully kept throughout its 83 year life, this Lincoln had been shown, Scott said, but it also liked to be driven. His family shop had completely redone the brakes and installed new wiring, the only mechanical attention the Lincoln had required during his father's ownership.



Brownie and Dana Carson.

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World War 2 inspired lots of work on synthetic rubber, textile fibers and plastics. As these materials reached the commercial markets in the postwar era, a revolution in convertible top materials began. Vinyl-coated fabrics appeared as upholstery materials in car seating and other interior trim in the late 1940s. When qualified for exterior conditions, vinyl coated convertible top materials swept the market in the mid 1950s. By 1960, all American car makers used vinyl fabrics on their convertibles. As a result of this change, Haartz Auto Fabric took up the actual manufacture of these kinds of top materials and began a slow separation from its sister company, Haartz-Mason. The replacement top market still demanded cloth top materials, though, and Haartz Auto Fabric maintained supply. For the next fifteen years we were nearly alone in offering such materials domestically. Although the convertible market would diminish for a time in the 1970s, advances with Mercedes convertible models

brought a new generation of cloth top materials: Sonnenland® (a.k.a. "Happich") out of Germany and our Stayfast® from the latter 1970s onward. Haartz Auto Fabric began to broaden into automotive interior trim materials from the late 1970s, onward.

Today, operating as The Haartz Corporation, interior materials for current production vehicles comprise over half of our business. The business is increasingly global in scope. The same holds true for our core business designing and making top materials for current production convertibles and the replacement top market. Yet, we still offer top materials for the vintage-car restorer, and continue under family ownership, based in Massachusetts.

To learn more, visit our website:
www.haartz.com



"Few photos exist of the multistep process of manufacturing Haartz cloth years ago. Although this image dates from the early 1950s, it shows one step that was also normal procedure prior to WW2 in the Haartz-Mason plant. This machine is a rubber calender. Rubber stock, fed from above into a three-roll stack, was milled down to a consistent film thickness and pressed onto cloth at the bottom roll." Photo from Haartz Corporation Archives

Playing Hooky with the CCCA

By Christopher DeMarey - Age: 12

When my father and I left early Friday morning, I had no idea how much fun I was going to have! First we stopped at the New Hampshire traffic circle for breakfast at the famous Roundabout and that was really good. Then we ventured to the woods of Maine to see Chris and Heidi Charlton (at Classic Car Services). On the way my father told me they had a model T snowmobile at their house.

When we arrived at their shop I saw a red 1928 Mercedes-Benz S Saoutchik. I learned the S stands for Supercharger. The lizard skin interior felt really weird as rubbed my hand across it. Then I looked a little left and saw a beautiful wood body car. It had a windshield and glove box for the backseat. I learned that in the U.S. this was called a (dual cowl Phaeton). The back of the car had a very small boat tail that was really cool.

Then I saw Chris's Vintage collection of Snap-on tools and toolboxes, one set was from the late 20s early

30s. I was very surprised that these tools were not just for show, that he actually uses them when he works on classics.

When I looked up, I saw the best picnic basket collection ever. Baskets from the 20's through the 60's were really kind of neat to see. To me, it seemed that everywhere I looked I saw something interesting that caught my eye.

Then Chris' dog, Joey, came in for a treat. After that, we had a nice lunch at their local pizza shop with Chris and Heidi. As we were pulling into their driveway, first thing I saw was the Model T snowmobile. "WOW that's amazing!" I exclaimed. Chris gave me a tour of the Model T explaining all the levers, peddles and handles. We then took it for a spin through his back fields. To my surprise he let me drive it! On top of all that, Chris even let me take my dad for a drive in a Model T! It was amazing.

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Christopher DeMarey and Mercedes.



Picnic Basket Collection - Jeff DeMarey Photo.



Snap On Tool Box and Tools. Jeff DeMarey Photo.

Continued from page 5

The next morning we headed out to see the best radiator shop in the country, American Honeycomb Radiator! It is Chuck Niles's shop. Chuck gave us a tour around his shop and I was very impressed at how many of the radiators belonged to very famous cars. He gave both my father and I an education about all the different types of radiators. He had some from Rolls Royce's, fire trucks, Mercedes Benz and many others. During the tour Chuck showed us a huge vat of green anti-freeze. It looked like a big cauldron full of potion from Harry Potter!

We learned about the care and craftsmanship that Chuck puts into each and every radiator that he works on. I was also amazed to learn how many of the radiators that Chuck restored have made best in show at Pebble Beach!

Overall, it was a fun couple of days playing Hooky with my father and the CCCA!!



*American Honeycomb Radiator, LLC.
Chuck Niles, President, Christopher DeMarey.
Jeff DeMarey Photo.*



*1923 Model T Snowmobile - non classic.
Jeff DeMarey Photo.*



Christopher DeMarey & Joe - Jeff DeMarey Photo.

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some cloth top material on some Model A body styles, and successor models. Chrysler and Studebaker were not profuse makers of open and convertible models, but were loyal Haartz customers. So was Rolls Royce of America while they operated in Springfield, MA (and followed by business with J.S. Inskip in New York). We secured limited Packard business in 1931, which increased to most of their requirements after 1932. Custom coach builders figured into the list of customers, too.

Although Haartz Auto Fabric skir-mished with bankruptcy during the Great Depression, business partner Jesse Mason introduced a crucial product improvement in 1932. Up to this time, the use of petroleum distillates to clean top materials would dissolve the rubber interlayer. Mason developed a modification that allowed for harmless cleaning with those distillates. Concurrently, auto stylists and the car-buying public began to embrace the use of single shade exterior textiles, rather than the blended or yarn-dyed styles

previously favored. The range of colors began to diminish, too, as fewer people opted for custom coachwork and car makers sought to limit the number of trim material options in their production body styles. Although cloth top materials with black exteriors were not widely used between 1920 and 1935, usage increased in the late Thirties.

Haartz Auto Fabric slowly returned to profitability in the latter Thirties, clearing up debt to the firm's suppliers during this period. The added pressure strained John Haartz, Sr. and he died in 1941. His son, John Haartz, Jr. joined the firm after graduating from college, and soon had quite a trial by fire as he settled into the business. Death of John, Sr. and the onset of World War 2 kept things very challenging. Although both of the Haartz firms produced goods for war production, they continued collaboration for replacement top materials for civilian cars, the only firms so authorized during the war.

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In addition to a few existing lines of cloth top materials for the O.E. and replacement top market, John Haartz, Sr. put together this CV Line of materials for the custom coachwork market. The January 1932 issuance of this product line was poorly timed, but understandable during the struggle through the Great Depression. Note the color ranges visible on the edges of the samples: dark reds, greens, grays and tans.”

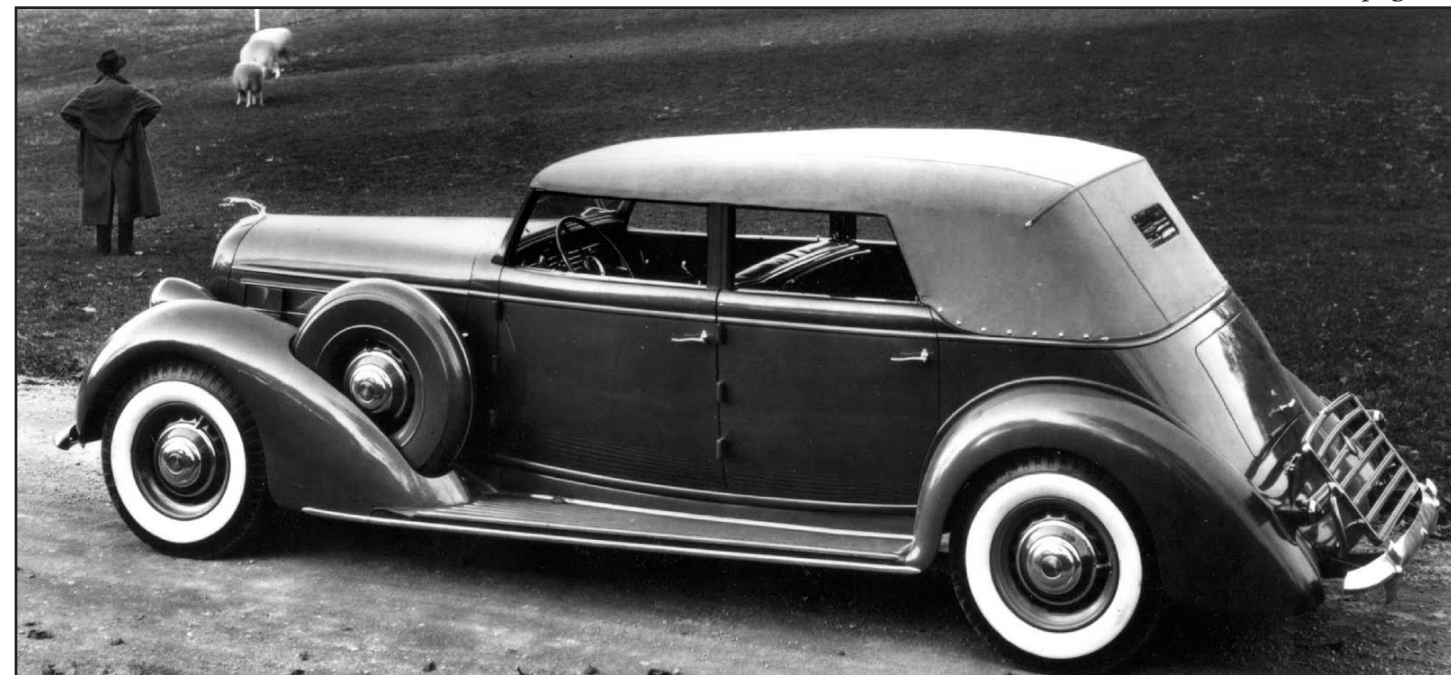
Haartz Corporation Archives

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chemist Jesse Mason to found a sister company, Haartz-Mason, in Watertown, MA in 1926. For the next several decades, Haartz-Mason performed the rubber coating or combining of Haartz top materials.

The Haartz firms had competition, of course. The well known Burbank top and trim materials from England were imported into the U.S.A. by William Laidlaw (great uncle to restorer Stu Laidlaw in CT) and these materials enjoyed good popularity on many of our classic cars during the Twenties and early Thirties. DuPont had grown into the coated fabrics industry for cloth and surface-coated top materials. A consortium of textile and coating mills in New England worked together through a marketing firm, L.C. Chase & Company, based in Boston. Additionally, there were various producers of surface-coated materials, most notably including Pantasote (NJ) and F.S. Carr Company (which was related to the producer of Carr "Lift-the-Dot" trim fasteners). During the era of focus for CCCA Full Classic® automobiles, the majority of vehicle production took place in the United States and Canada. On a comparative volume basis, vehicle production in Europe and other regions was minor, but supported ranks of similar suppliers.

As vehicle styling became a true art form in the Twenties, the leading producers of automotive top and soft trim materials kept pace with the styling advances. John Haartz enjoyed this kind of work and offered finer, more uniform



"The top on this 1936 Lincoln V12 LeBaron convertible sedan appears to wear a monochromatic tan or light green cloth top material. Monochromatic, or single shade materials became prevalent for O.E. tops in the early 1930s. The driver of this fine car seems to have taken a break to observe the lawn maintenance service: a few sheep!"

Photo from collection of the late John Conde

ly-woven cloth for the exteriors of his cloth top materials. Cotton fabrics predominated, but John still promoted mohair where he could, and Lincoln did field a couple of striped, black mohair top materials as options on some of their open or convertible models of the late Twenties. Fine-woven cotton inhibited dirt retention, still a necessity as many roads were still not paved. Also reflecting the prevalence of unpaved roads were the colors of cloth top materials. Multiple colored yarns (yarn-dyed fabrics) or fiber blends, popular choices in that decade, helped to mask soiling. The exterior appearance of the current LeBaron Bonney T-14 top materials exemplifies the color texture of top fabrics up through 1930. Colors options varied more than we now tend to think, and this variety found its greatest expression on some of the Salon and other custom-bodied cars. Always eager to push the frontiers of top material styling, John Haartz offered most any color that was technically feasible in the period. The variety of styles cataloged in the early Great Depression contributed to the near bankruptcy of Haartz Auto Fabric in 1932.

Ironically, as Haartz Auto Fabric struggled against another attempted takeover by a textile creditor in 1932 – 33, the firm enjoyed its broadest base of automaker customers. Strongest were relations with the General Motors car divisions through Fisher Body Company. Lincoln had been a good customer since 1925 and probably had a lot to do with opening up business with Ford when they opted to use

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Berkshire Touring: September 29 to October 2

By Garth Story



Hosts - Garth and Karen Story

We have been able to pin down a bit more about our adventure in the Berkshires in the fall. I wish that I could guarantee beautiful fall foliage, but Mother Nature seems to have the final say on that one. None the less, you cannot beat the views, even if the leaves are not at their peak.

Our event follows right after the Hemmings Show in Saratoga. You can leave the Concours there on Sunday afternoon and drive to Stockbridge in less than two hours. All of our tour is on paved back roads.

Sunday, September 29: Karen and I invite you to our house from 5 pm on. There will be plenty of food and you can check out our relatively new garage addition with a lift! Marvelous invention, that.

Monday, September 30: We will leave the Inn at 9:30 am and drive to Spencertown, NY, about 25 minutes away. There we can enjoy Michael Krieger's outstanding collection of mostly original cars. He has Cunninghams, several Pierce-Arrows, a Maxwell, Simplex, Franklin, Cadillac, etc., wonderful cars that are in great condition. Michael does a lot of his own work on his cars. We will then head a few miles down the road to a newly restored Diner for lunch. Great restoration! The owner is also a collector of Americana and I'm sure he'll open his barn for us. After lunch we will go to the American Museum of Firefighting www.fasnyfiremuseum.com in Hudson, NY. This collection of over 60 pieces of fire apparatus tells the tale of the early years of fire fighting in America. There are many rare pieces



Photo Courtesy - Red Lion Inn - Guest Room.

of early fire apparatus. After this we will make our way back to the Red Lion Inn over the rolling hillsides of eastern New York. Dinner will be a buffet in the Hitchcock Room of the Inn.

Tuesday, October 1: At 9 am we'll hit the road. We'll meander north, perhaps even up into southern Vermont, with an eventual destination of Shelburne Falls, MA. Check out www.shelburnefalls.com There you'll find the Bridge of Flowers, a river with "glacial pot-holes", lots of nice places to eat, bookstores to visit, a trolley museum, and glass blowing demonstrations. On the way we will go by the eastern portal of the Hoosac Train Tunnel, www.hoosactunnel.net. This is a 4.75 mile long tunnel through the mountain from Florida to North Adams. It is still in active use and was the first to be blasted with nitroglycerin.

Wednesday, October 2: We will leave the Inn at 9 am and head east over the Berkshire Hills to the Connecticut valley, about 55 miles, to the New England Air Museum at Bradley Field. There are over 80 vintage aircraft on display and lots of other exhibits. I spotted a couple of Packard built engines in a brief recent stop. Lots of fascinating stuff and even a 1936 Cord! I don't think you'll find a better collection of aircraft anywhere short of the Smithsonian. I've arranged for a 2 hour guided tour and lunch right at the museum. You can spend the whole day there if you want. Check out their web site at www.neam.org. They have an engine collection you won't want to miss. We will not go anywhere near Rt. 91 or the regular entrance to the airport!

For reservations at the Red Lion Inn, call 413-298-1690. Tell them you are with the Classic Car Club (group # 236643).

Full registration materials will be mailed out with the August *Nor'easter*.

If you want more details contact me at: 413-243-3589 or garthstory@gmail.com



Photo Courtesy - Red Lion Inn.

A Short History of Haartz Cloth

By Eric Haartz

Although New England's role in the production of automobiles carried on only into the classic era, many automotive suppliers held on longer. This was particularly true for those companies supplying textiles and coated textiles for automobile soft trim. This was due to the strength of the early textile and rubber-products industries in New England and northeastern United States. Our family's business in auto top materials is one that has endured and continues to manufacture in the region.

John C. Haartz, Sr. grew up in a textile oriented family in the late end of the nineteenth century. Being of an entrepreneurial mindset, he perceived an opportunity for improved auto top materials about 1906 and partnered with a cousin to enter that business. It is not necessarily clear that he originated the idea of mohair top material (a three-ply laminate of outer cloth, rubber interlayer and an interior

cloth, much like the cotton "mackintosh" materials of the period), but he promoted it with as much zeal as anyone. He also promoted style enhancements for fabrics on higher quality cars.

Starting about late 1906, the partnership of W.A. & J.C. Haartz probably struggled through the economic "panic" of 1907, but really began develop in 1909 and 1910. Known early customers were Electric Vehicle Company, Hartford, CT (Columbia cars), Kissel Motor Car Company, Hartford, WI, Haynes Automobile Company, Kokomo, IN and, in a notable market success, Buick Motor Company, Flint, MI beginning in late 1909. Probable customers, but not documented in remaining records, were Franklin, Knox, Locomobile, Oldsmobile, and Packard, at least for premium styles of mohair material. Specialty makers of accessory and replacement tops added to the business volume.



"Business founder, and author's grandfather, John Haartz, Sr. enjoyed a relaxed moment for a photo with family, friends and his new 1916 Haynes touring car. The Haynes Automobile Company (Kokomo, IN) used Haartz mohair cloth top material on their cars in this period."

Haartz Corporation Archives

The mohair cloth toppings used a flat-woven outer cloth of cotton and mohair yarns, very different from the mohair pile fabrics we associate with interior car trim of the 1920s and 1930s. The Haartz firm operated as a converter, arranging for purchase of cloth from qualified textile firms, and rubber combining or coating done on a contract basis by other firms in the Boston area. Additionally, W.A. & J.C. Haartz offered lines of rubber or pyroxylin coated top materials, ancestors of vinyl top and trim materials used in cars of the post WW-2 decades.

After a few years, John Haartz bought out his cousin William, and grew the business during the teens. In 1919 he set out to establish his own coating mill, doing so at vacated, four-story mill building in New Haven, CT. Although operating very successfully, several factors unraveled the firm J.C. Haartz, Inc. during the next several years. The United States' trade embargo with Germany early in World War 1 temporarily decimated the supply of chemical compounds needed to produce textile dyes. This, in turn, drove the automobile top material market away from cloth or canvas types and toward the surface coated types, using rubber

or pyroxylin on the exterior surface. John Haartz, Sr. was not fiscally conservative in his business operation, leaving a weak balance sheet in the face of an impending economic storm. A third and fatal factor was a sharp postwar recession and monetary devaluation in 1920 to 1922. As a result of these factors, John lost control of his first business to a hostile takeover by a textile creditor during 1923 and 1924.

When John Haartz re-established himself in the top material business in 1925, using a related business entity that had formed three years before, normalized German sources for textile dyes enabled him to offer more color options than were previously feasible. Timing was good considering the auto industry's embrace of color and design advances in the late 1920s, but challenged by the growing predominance of closed-body cars. The new firm operated as Haartz Auto Fabric Company, but John was such a consummate salesman and personal networker, that a contraction of his name, "Jonarts" emerged as a trade name that endured into the next generation. Haartz Auto Fabric was a converter firm, like its predecessor, but John Haartz teamed up with rubber

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"Guys! Guys! Please try to focus on the top material for a moment! The color texture seen on the top of this 1928 Ford Model A Sport Coupe exemplifies higher-style cloth top material of the mid and late 1920s. Popular colors encompassed tans, grays, drab greens and earth tones."

Haartz Corporation Archives