

Northern Lights

Ohio Region
Classic Car Club of America



Volume 59-2

Summer 2013



1936 Pierce-Arrow

Board of Managers, Ohio Region

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National Dues are \$60, payable CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Regional dues are \$25 single, or \$30 including spouse. Membership chairman can handle both local and national dues. One must be a national member to be a local member

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FRONT COVER

The front cover car is a 1936 Pierce Arrow sedan, owned by David Schultz. Story to follow.

BACK COVER

From the archives . . . who is this gentleman with his Pierce Arrow sedan?

UPCOMING BOARD MEETINGS

- July 1 Dave Heinrichs
August 5 Gary Rosenthal
September 9 Matt Harwood
October 7 Norm Cangey
November 3 Joe Platten
December 2 Joan Virostek

Member Spotlight

This year is ORCCCA's **60TH ANNIVERSARY**, a Milestone indeed. It is also the **60TH ANNIVERSARY** of members Joan and Rudi Kamper's Suburban Clock in Berea. Son Dolf will tell you "the rest of the story"!

SUBURBAN CLOCK-THE HISTORY OF A LANDMARK BEREAS BUSINESS

Submitted By Dolf Kamper, From May 2013 - www.ocvoicenews.com

The family of Suburban Clock and Repair are humbled and honored to have been a member of the Berea Community for three generations. This year marks our sixtieth, and we thought it appropriate to take some time to remember our history, as well as plan a celebration to kick off our next sixty years.

In 1953 engineer and German immigrant, Carl Schleutermann began importing cuckoo clocks to Berea. My great uncle Carl and his son-in-law Gene Unger set up shop on south Rocky River Drive, in the area around what is now the Berea Lake Towers. They had a small clock repair shop and were industrious enough to also build giant cuckoo clocks, including one billed as "The World's-Largest Cuckoo Clock" which was installed by Carl, Gene, and my father Rudi Kamper in Ohio's Little Switzerland community. The clock stands two-stories high with animated figures and has since moved to the town center of Sugarcreek, Ohio. Carl was even flown to New York to appear on an episode of the long-running TV show, "What's My Line," in which contestants tried to guess his occupation. No one could correctly guess that he was an Ohioan who built giant cuckoo clocks!

Carl Schleutermann and Gene Unger also built a town clock that hung on the original Suburban Clock building, and later in the center of Berea. The four bells that hang in the Berea triangle's tower were cast in Holland. They were part of a clock that was a gift from Suburban Clock. My dad Rudi Kamper was instrumental in the bells' rehanging in their present location thirty years later.

Rudi Kamper took the reins of the company after the founder's retirement. In the Sixties and Seventies the shop was located along the river, where the Berea townhouses are now. Rudi and his partner Roy Bogardus continued to import fine cuckoo clocks from craftsmen in Germany, and they sold fine

COMING EVENTS

2013

- July 20 Grand Classic - Michigan Region
Aug. 4 Summer Driving Tour - The Rosenthals
Aug. 18 Northern Chapter AACA Patterson Fruit Farm Car Show
Sept. 1 Octoberfest: Berea - Joan & Rudi Kamper
Sept. 27-29 Appalachian Woodlands Ohio Fall Caravan - Jim Cowin - Coordinated event with W. PA and Indiana Regions
October Clam Bake
Nov. 3 Ohio Region Annual Meeting - Joe Platten
Dec. 2 Holiday Party with AACA Northern Chapter, Holiday Inn, Independence

2014

- Jan. 8-12 Annual Meeting, Naples, FL
Sept. 2014 Grand Classic - Sawmill Creek, Sandusky

antique Vienna Regulator clocks to enthusiasts. Suburban Clock was growing into a center of horology and a meeting place for those who loved history and mechanical curiosities.

Rudi is still active in the National Association of Watch and Clock Collectors. He is a Past-President of the Lake Erie Chapter, and has achieved the prestigious Star Fellow Award for accomplished service to horology. He also is a Berea Grindstone Award winner, and Past-President of the Berea Rotary Club.

In the 1960's Rudi began to wholesale cuckoo clocks to other clock stores around the country. That business grew into what is now North Coast Imports, a national distributor of clocks of all types. North Coast Imports continues to champion the work of the finest craftsmen in Germany, and we even produce our own clocks in Berea. Our clocks carry the name Sternreiter, which was the brand name of my grandfather's knife-making factory in Soligen, Germany.

Our store moved across the street to its present location in 1976 after Urban Renewal. We shared the small 76-78 Front Street building with Dick's Bakery, but Suburban Clock and North Coast Imports eventually expanded to include that entire building. In 1986 we also added the old building at 74 Front Street, which is a historical landmark. Our two showrooms, full workshop and warehouse now fill up nearly the entire city block, from 72-78 Front Street.

Klaus Ludwig joined us as Vice-President in 1986. He has built the clock repair and restoration department into one of the largest of its kind. There are twelve clockmaskers and technicians in the shop, servicing and restoring every type of clock and watch that you can think of. A quick walk through the workshop is a treat for any historian. Our repair shop includes clocks not often

Member Spotlight continued

collected under one roof, even at the finest museums. Right now, for example, we are housing an Eighteenth Century tall clock with a miniature mechanical pipe organ. The clock has soldier automatons which play every hour. Our repair staff also frequently makes house calls to homes all over Northern Ohio. We also have installed and serviced many outdoor and tower clocks, including the tower clock in downtown Strongsville, the massive tower clock at Cleveland State University, and the beautiful antique piece at the Old Stone Church in Downtown Cleveland.

In 2001, I began to lead the clock store's transition towards its third generation of family ownership. In 2007 Brian Pasela and Jim Blatnik rose to lead our repair and retail sales departments. There are now at least ten employees restoring, repairing, winding, setting, assembling and otherwise caring for this business and it's cherished heirlooms. The family at Suburban continues to grow and evolve through generations of care. In fact,

with many Kiwanians, Rotarians, City Councilmen, professors, and other community leaders who are regulars or workers at Suburban Clock, it has become a de-facto social club for Berea. Stop in at the Clock Shop in Berea, and you never know who you'll bump into!

This August 10th, we will be hosting a grand "CLOCKtoberfest" celebration to commemorate our first sixty years and begin our next. We're inviting the Berea Historical Society to present an exhibit showing the evolution of downtown Berea. The Classic Car Club of America will have members displaying cars that are 60 years or older. There will be a 1940's style big band, food and drink, and more surprises. Please take a moment and join us for the birthday party of this Berea institution. Help us thank the community which has supported us for three generations.

COVER CAR

By David Schultz

As most Ohio Region members know, Lincolns have been in my garage for many years. When the word got out this winter that I had acquired another Classic automobile, nearly everyone assumed – naturally – it was another Lincoln.

It wasn't. The new addition was one of Lincoln's competitors during the Classic Era – Pierce-Arrow, specifically, a 1936 Pierce-Arrow 1601 sedan.

My attraction to the Pierce-Arrow was its condition – a 35,000 mile unrestored, original car that had been with the same family for the past 50 years. Earl Eckel, one of the founders of the Antique Automobile Club of America and a pioneer in the vintage car hobby, bought the car in 1963 and it remained in his family after his passing.

Most of the paint is original, as is the striping and chrome. The paint shows wear consistent with a 67-year-old automobile. The interior is in outstanding original condition. Even the car's undercarriage is in excellent condition; original paint is still visible on the underside of the fenders and the chassis. Mechanically, the car did not disappoint either.

First stop for the Pierce-Arrow was Dave Heinrichs' Vintage Car shop. There, a complete inspection took place and the car's mechanics were properly sorted-out. All fluids were changed, wheel bearings re-packed and brakes adjusted. The gas tank was pulled, repaired and sealed.

One of the car's unique features is the Startix, which automatically re-starts the car if it stalls out. Dave Heinrichs rebuilt the Startix and it operates beautifully. My wife loves this feature.

Included with the car were a couple boxes of spare parts and literature, including an owner's manual, but also there was a carefully maintained and detailed log of all repairs and trips that had taken place for the past 50 years.

Not only did I know the car's history, I knew all work that had been performed over the last 50 years! Everything was noted – tours and amount of mileage driven, installation of new tires (more on that later) and all maintenance – major and minor.

The most fascinating paperwork dealt with the acquisition of a new cylinder head (this is an in-line eight). The original aluminum cylinder head had warped and in the mid-'60's the owner needed a replacement.

After Pierce-Arrow closed its doors in 1938, the molds and patterns for the eight and twelve cylinder motors were sold to Seagrave Fire Trucks of Columbus, Ohio. Seagrave was still manufacturing the eight cylinder heads (in iron) and one was acquired. However, the head was now dual ignition; one set of spark plugs would not be used.

The car was equipped with Martin tires that were at least 45 years old. They looked great, but I decided to install new tubes and ordered them. (The side mounted spares are in good condition.) When the tubes arrived I drove the Pierce-Arrow to the only local tire store that can handle vintage car wheels and tires.

After admiring the car the fellows went to work and removed the first tire and tube. As they were doing so, I heard one of them exclaim, "Wow! There's something we don't see any more!"

I walked over to find out to what he was referring. He held up the tube, which was made by Martin, and pointed to a large "Made in the USA" stamp on the tube and demonstrated how heavy the tube was. We all smiled.

The fellows carefully examined the tube and compared it to one of the replacements I'd ordered. They looked at me with grins on their faces.

"So, you're suggesting I put that tube back in the tire – and forget about installing those new ones, right?" I said. They nodded in agreement.

They re-mounted the wheels and thanked me allowing them to work on a piece of American history.

The 1936 Pierce Arrow was built with free-wheeling and Warner overdrive. The result is a wonderful driving automobile. It cruises comfortably at 60-65 miles per hour, which is significant, considering the car weighs nearly 6,000 pounds. Power is supplied by a Pierce-Arrow's own 385 cubic inch, in-line eight that develops 150 horsepower.

Historically, Pierce-Arrow was on its last legs in 1936. Although the company was still running attractive ads in prestigious magazines and producing excellent sales literature, the sales figures were dismal.

Pierce-Arrow sales had peaked in 1929 at 8,422 but steadily declined thereafter. Only 767 Pierce-Arrows were sold in 1936 and sales dropped to 166 the following year. Twenty-five cars were sold

in 1938 before the company closed its doors in May of that year.

For 1936, Pierce-Arrow offered eight and twelve-cylinder automobiles on three wheelbases – 139, 144 and 147 inches. A variety of body styles were available, including a roadster, coupe, five-passenger sedan, seven-passenger sedan, club sedan and limousine. Amazing, considering only 767 cars were sold that year.

To its credit, Pierce-Arrow never compromised the quality of its automobiles. When the company ended production in 1938, it was the only American automobile manufacturer devoted solely to luxury

automobiles.

The quality of this automobile is first class. Pierce-Arrow didn't cut any corners. The advertising and literature for 1936 stated that this Pierce-Arrow was the best built yet and that was probably correct. The workmanship is outstanding throughout.

I am planning to drive the car to the annual CCCA Museum "Experience" weekend in late May-early June, then enjoy a few more summer trips. Can't let the Lincolns be idle too long.



1936 PIERCE- ARROW SEDAN



Technical Session January 13, 2013

Although I took the pictures used in the "Ohio Region Technical Seminar" article in the April "Bulletin" on pages 16-17, I can't improve on the writing. Consequently, I'll reproduce it, giving credit to Winton White, the author.

ORCCCA presents the 2013 Technical Seminar

LOCATION: Heinrichs' Vintage Car Shop, 25718 Osborne Rd., Columbia Station, OH 44028

LEARN: How to service and maintain your Classic or antique vehicle

- Critical safety checks to ensure safe operation on tour next summer
- How to get your vehicle ready to sell
- How to accurately gauge the market value of your collector car

PRESENTERS: David Heinrichs, Owner Heinrich's Vintage Car Shop

David Schultz, Historian, Appraiser, and CCCA National President

Matt Harwood, Co-Owner, Vintage Motor Cars, collector car dealer, 216-849-5263,

Matt@VintageMotorCarsUSA.com



The line-up of participant's cars



Participants' cars



David Schultz, National President, spoke as a historian and appraiser



Dave Heinrichs spoke about things mechanical



Tom Sutphen and Dave Timmons from Columbus



Matt Harwood spoke about buying and selling vintage vehicles

Technical Session continued



Full House



Checking out the '41 Cadillac



Delamination of window



Ladies enjoy the seminar, too. Joan Kamper, Ronnie Seybold, Vicki Sweigard, Dawn Heinrichs



Mini signs pointing out trouble areas



George Quay, Dave Heinrichs, Bernie Golias

Ohio Region Technical Seminar

By Winton White • Photos by Bob Porter

January in Cleveland is not usually a time for enjoying your Classic. If you're lucky, perhaps the Browns are still playing but more than likely you're watching someone else's team. As car guys, the Ohio Region of the CCCA decided that it was time to offer our members the opportunity to get back into the garage and talk cars with fellow enthusiasts.

On January 13, David Heinrichs of Heinrichs' Vintage Car Shop and Matt Harwood of Vintage Motor Cars (director and assistant director of the Ohio Region) in conjunction with National CCCA President David Schultz hosted a technical seminar at the Heinrichs shop in Columbia Station, Ohio. Two weeks earlier, a notice was sent to local Club members offering an afternoon of talking cars, learning about repairs, appraisals, successful selling techniques, as well as a free meal provided by the OHR. Instead of the expected 20 or so usual suspects braving the elements, the tech seminar drew more than 80 members, spouses and friends, some coming from as far away as Columbus and Pittsburgh, which suggests a great deal of pent-up demand for activities during the dark days of winter.

After an hour or so of mingling at Heinrichs shop, examining the vehicles on hand which ranged from a 1904 CGV with a massive 900-cubic-inch engine to David Schultz's recently-acquired 1936 Pierce-Arrow sedan, host Matt Harwood got things started by introducing Mr. Schultz who was on hand to discuss his expertise in antique auto appraisals and inspections. With typical humor, precision, and insight, Mr. Schultz explained that the critical elements in the acquisition of any Classic are condition and provenance. As an appraiser, he pointed out that he not only brings a breadth of knowledge about Classics in general, but also a genuine feel for authenticity.

Using his own Pierce-Arrow as a case study, he explained that without its known history, exemplary service documentation and the blessing of those in the Club already familiar with the car, he would not have purchased it sight unseen. He was careful to explain what prospective buyers should expect from their appraiser or inspector and that any long-distance should always rely on an impartial set of eyes, not merely the opinion of the seller. Yes, nine times out of ten they're honest, but sometimes they're not . . . or worse, they simply don't know what they're talking about. At the end of his presentation, Mr. Schultz answered questions from members ranging from his opinion on some of the larger third-party inspection services (his advice: make sure they have specific experience with vintage automobiles) to what he sees as the future of our hobby, a daunting question we all must consider.

Dave Heinrichs then took the floor to share his expertise with the mechanical side of our Full Classics. While socializing, members were delighted to find small labels on all the critical parts of the demonstrator Pierce-Arrow, ranging from "CHECK OIL" to "HEADLIGHTS" to "WHEEL BEARINGS." It was a very effective way of showing the many, many little things that need to be routinely checked and serviced on our vintage automobiles. Mr. Heinrichs was most emphatic that vintage automobiles are not like modern cars that can run thousands of miles without any service required. We've become accustomed to simply getting in and driving, but when our Classics were new there was a reason gas stations all offered full service at every fill-up. He was kind enough to provide

members in attendance with the detailed safety-and-mechanical-component checklist he uses on every car that comes into his shop in an effort to keep these wonderful Classics safely on the road. Members were particularly concerned about ethanol in the fuels which Mr. Heinrichs believes is the single greatest problem most of us face in our Classics. Not only is it incompatible with many of the ancient components in a vintage fuel system but, as many of us have discovered, it vaporizes quite easily leading to vapor lock. Solutions range from electric fuel pumps to fuel additives and he was careful to point out that no two cars will behave the same under identical conditions. It's especially critical to listen carefully to what your car is telling you to avert disaster before it strikes. Again, the question and answer session was lively, lending insight on topics ranging from additives to replacement tires for our Full Classics, with some experts saying that as long as there's no cracking and the tubes (if required) are in good condition, the tires are safe.

Finally, Matt Harwood took the floor to discuss his thought on the collector car market. As one of the principals at Vintage Motor Cars, collector car dealership in Cleveland, he offered insights into buying and selling that many might not have considered. The key, he says, to service any vehicle is to remove the reasons for buyers to say no, which may sound simple but he was quick to point out that buyers desperately want a reason to say no. They understand that buying any antique vehicle is not a rational decision and look for ways to stop themselves from making a purchase, of course, that passion is why this hobby remains great, but it has transformed the marketplace into a minefield for both buyers and sellers. His point is that any old car will have idiosyncrasies, but it is important for anyone selling a car to recognize the difference between what the car requires to operate correctly and a genuine flaw that will affect valuable marketability. He reiterated Mr. Schultz's thoughts on the methodology for determining a market-correct price (trust your gut, not just the price guides) and discussed upgrades that might add value and others that are simply a waste of money. More spirited debates followed, ranging from the effect of fakes and replicas on the market to modifications to smart play to park money for the future.

Following a little more socializing, members left with new information that was useful on many levels and enjoyed an afternoon in a car-related environment with fellow hobbyists. What better way to beat the winter blues? In fact, the event was so successful that the Ohio Region is planning on making this seminar an annual event, along with smaller seminars throughout the year to satisfy those who desire to get some hands on experience with their hardware. This kind of event represents opportunity not only to share information but to keep the spirit burning during the months when our Classics are slumbering. Everyone learned something new and left with fresh tools for evaluating, servicing and selling their Classics in the future. It would be hard not to call that a smashing success.

Special thanks to:

*Heinrichs Vintage Car Shop (www.HeinrichsVCS.com),
Vintage Motor Cars (www.VintageMotorCarsUSA.com),
David Schultz; Dawn Heinrichs; Melanie Harwood*

DAVE HEINRICHS' SAFETY INSPECTION & MAINTENANCE CHECKLIST

I. Once a season (or more often if seepage or leak present)

- a) standard transmission fluid level
- b) overdrive gear box (if equipped) fluid level
- c) rear differential fluid level
- d) steering gear box or power steering pump reservoir fluid level
- e) antifreeze level/condition (age?) check freezing and boiling point
- f) grease entire chassis front wheels jacked up off the pavement for proper lube
- g) check brake condition and adjust (more often depending on miles driven)
- h) wheel bearing adjustment (repack bearings with proper grease if needed)
- i) king pins (upper and lower ball joints), tie rod ends
- j) change engine oil and filter
- k) clean or change fuel filter
- l) clean or change air filter
- m) check, clean or replace ignition contact points if equipped
- n) general check of fasteners for tightness

II. Once a month

- 1) Battery
 - a) age and condition
 - b) electrolyte level if wet cell
 - c) terminal connection condition (corrosion or loose?)
- 2) wheel lug nut torque
- 3) brake fluid reservoir level
- 4) automatic transmission fluid level

III. Daily (or more often depending on automobiles' vintage and condition)

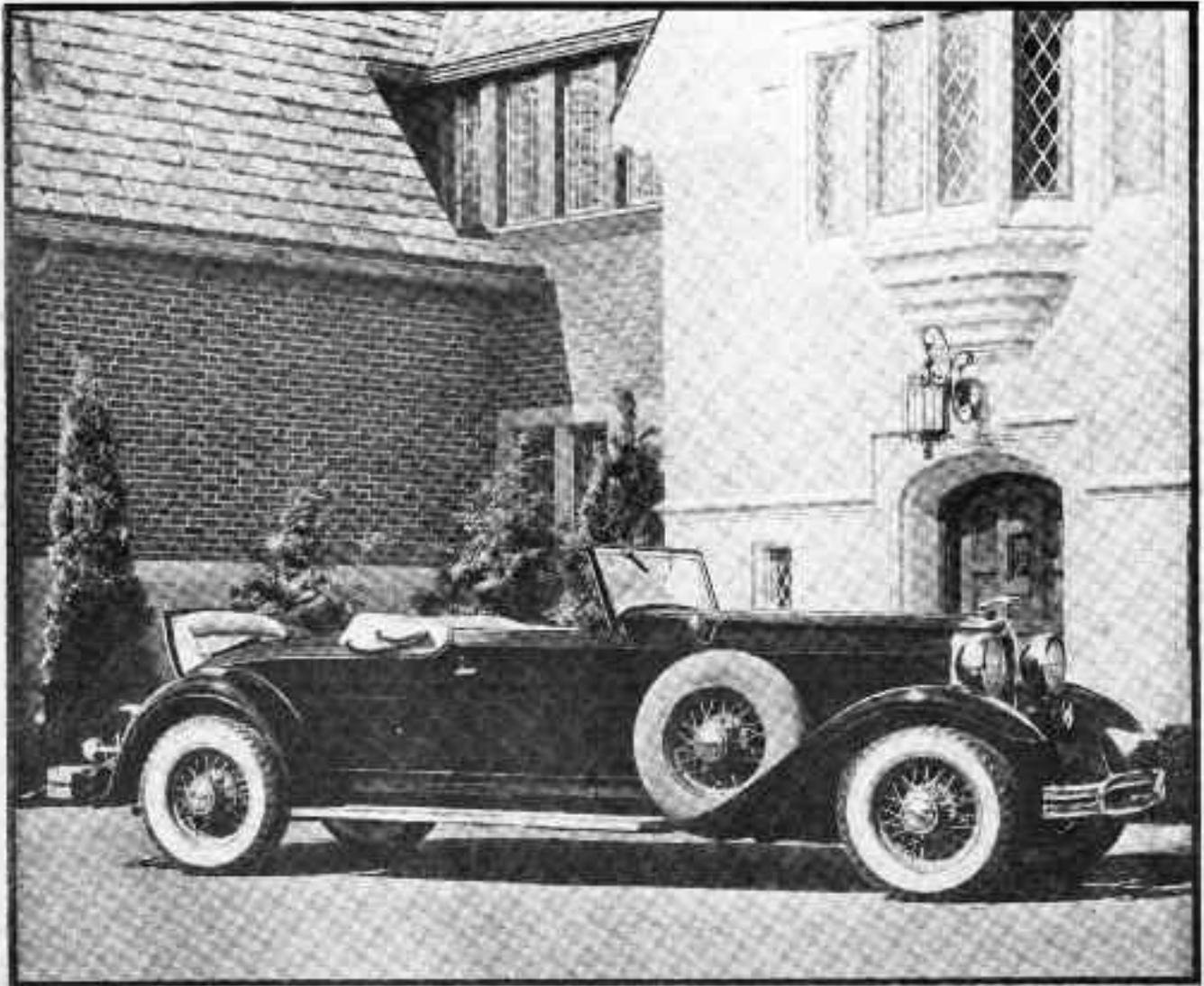
- a) engine oil level
- b) engine coolant level
- c) belts and hoses (cracks, leaks, clamps)
- d) fuel tank---got gas?
- e) Electrical
- 1) check all lights – high beam, low beam, parking, turn signals (if equipped), brake lights (have someone stand behind vehicle to see if brake lights are working!), four way hazards (if equipped)
- 2) horn function
- 3) charging system working?
- f) Tire condition
 - a) pressure (it will change with the temperature and elevation)
 - b) wear – normal or abnormal
 - c) bulges in sidewall or tread area (broken belt?)
 - d) cracks (due to age or under-inflation)
 - e) foreign objects in tread
 - f) has the tire rotated (spun) on the rim?
- g) Windshield wipers (if equipped)
 - a) function
 - b) blades (condition)
- h) Glass
 - a) de-lamination
 - a) scratches
 - a) discoloring due to age
 - a) cracks or chips

IV. Storage

- a) check and top off all fluids
- b) fill gas tank and put in proper amount of STA-BIL – marine version fuel stabilizer
- c) disconnect and/or remove battery
- d) check tire pressure



**1936
PIERCE-ARROW
SEDAN**



THE NEW LINCOLN L-SERIES CONCEPT-ALE HANCOCK

POISE THAT REFLECTS UNFAILING CHARACTER

The Lincoln has a way of communicating its own qualities of excellence even to those who see it swiftly passing by. For its hidden values—the precision with which it is built, the enduring quality of its mechanism and body—are immediately evident in the distinguished beauty of this motor car. It is designed in every part of chassis and body to satisfy those who fully appreciate a fine automobile.

This fusion of luxury and power is fully revealed to those who know the Lincoln best. All that they expect of it—in sensitive power and air-borne ease of riding—is fulfilled. And they recognize in the Lincoln a motor car painstakingly built to carry them swiftly, safely, and comfortably, a finished product of engineering skill and precision craftsmanship.

The Lincoln is driven with a flowing sense of effortless power. Its free-wheeling transmission permits gears to be shifted smoothly and quietly from second gear into high, from high back to second—as you will—without disengaging the clutch. And, by removing pressure from the accelerator, the car is allowed to glide on momentum, with the engine idling.

The great comfort and safety, which have always contributed to the Lincoln's character, are made even more evident by the long, low chassis with 145-inch wheelbase and the wider tread. In appearance, in luxury, in smooth power, this is an automobile of unfailing qualities . . . "So surely perfect a motor car as it is possible to produce." The price of the new Lincoln range from \$3400 up, f. o. b. Detroit. 1931-1932

(Ad courtesy of Jim Davis)

June 1931

**COMPARISON BETWEEN COSTS AND WEIGHTS OF
COMPARABLE BODY STYLES - 1930 MODEL L
AND 1931 SERIES K.**

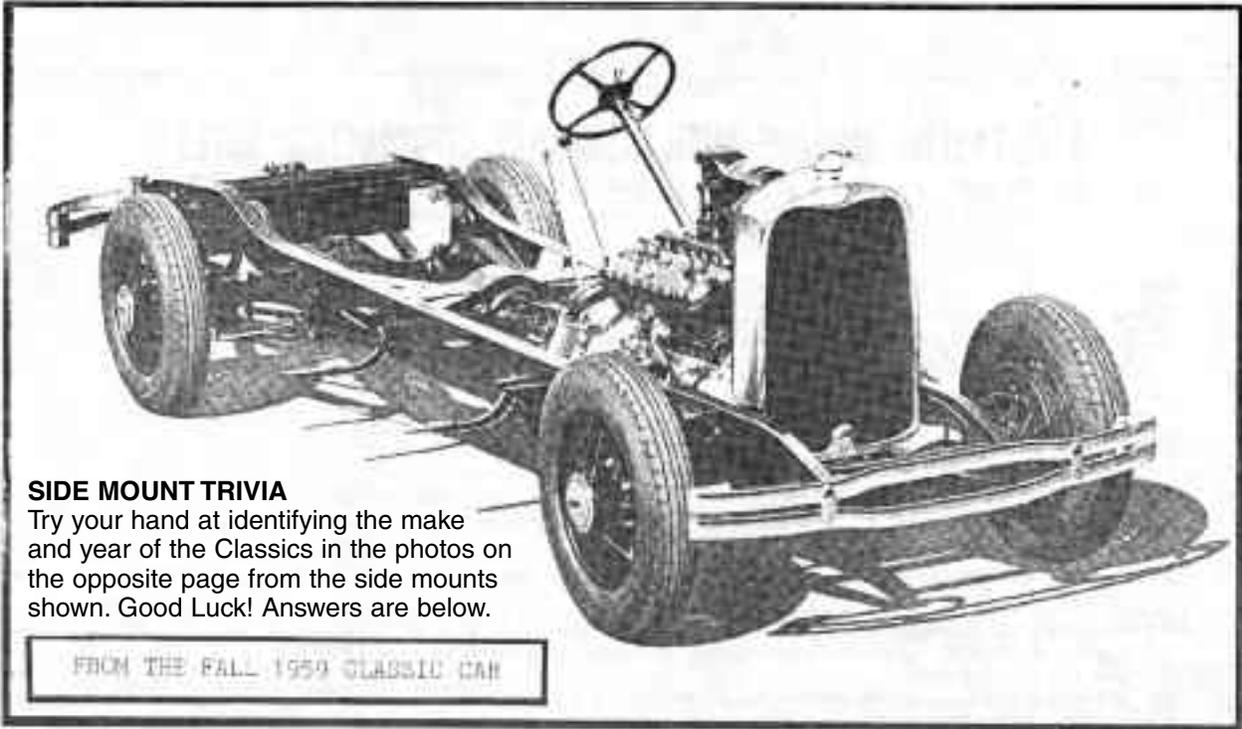
BODY TYPE	1930 "L" WEIGHT & FACTORY LIST		1931 "K" WEIGHT & FACTORY LIST	
LINCOLN BODIES				
Sport Phaeton	4650 lbs.	\$4,200	5175 lbs.	\$4,400
Sport Touring	5030 lbs.	\$4,200	5250 lbs.	\$4,400
Phaeton - dual row	4980 lbs.	\$4,400	5390 lbs.	\$4,600
Coupe - 5 passenger	4940 lbs.	\$4,400	5225 lbs.	\$4,600
Town Sedan - 2 W	5010 lbs.	\$4,400	5265 lbs.	\$4,600
Town Sedan - 3 W	5000 lbs.	\$4,400	5190 lbs.	\$4,600
Sedan - 5 passenger	5100 lbs.	\$4,500	5390 lbs.	\$4,700
Sedan - 7 passenger	5210 lbs.	\$4,700	5420 lbs.	\$4,900
Limousine	5210 lbs.	\$4,700	5370 lbs.	\$5,100
BRINN BODIES				
Brougham	5200 lbs.	\$7,000	5370 lbs.	\$7,200
Cabriolet	5140 lbs.	\$7,200	5440 lbs.	\$7,400
DIETRICH BODIES				
Convertible Coupe	5180 lbs.	\$6,200	5220 lbs.	\$6,400
Convertible Sedan	5235 lbs.	\$6,600	5250 lbs.	\$6,800
JUDKINS BODIES				
Coupe - 2 passenger	4790 lbs.	\$5,000	5180 lbs.	\$5,200
Berline - 2 W	5210 lbs.	\$5,600	5420 lbs.	\$5,800
Berline - 3 W	5210 lbs.	\$5,600	5460 lbs.	\$5,800
LEBARON BODIES				
Convertible Roadster	4810 lbs.	\$4,400	5070 lbs.	\$4,700
Cabriolet	5100 lbs.	\$6,900	5320 lbs.	\$7,100
WILLOUGHBY BODIES				
Limousine	5270 lbs.	\$5,900	5540 lbs.	\$6,100

MAJOR SPECIFICATIONS

ITEM	1930 Model "L"	1931 Model "K"
No. cylinders, bore & stroke	8 - 3 1/2" x 5"	8 - 3 1/2" x 5"
Piston displacement	384.6 cu. in.	384.8 cu. in.
N.A.C.C. horsepower	39.20	39.20
Brake horsepower	90 @ 2800 R.P.M.	120 @ 2900 R.P.M.
Type of Brakes	Mechanical	Mechanical
Wheelbase	136"	145"
Tire Size	7.00/20	7.00/19

LINCOLN BODY TYPES FOR 1931

BODY TYPE	NAME	BODY BUILDER	PASSENGERS
202A	Phaeton, dual row	Lincoln Motor Co.	4
202B	Phaeton	Lincoln Motor Co.	4
203	Touring	Lincoln Motor Co.	7
204A	Town Sedan - 2-Window	Lincoln Motor Co.	4
204B	Town Sedan - 3-Window	Lincoln Motor Co.	4
205	Sedan	Lincoln Motor Co.	5
206	Victoria Coupe	Lincoln Motor Co.	4
207A	Sedan	Lincoln Motor Co.	7
207B	Limousine	Lincoln Motor Co.	7
208A	Brougham	Brunn	5
208B	Landaulet	Brunn	5
209	Brougham	Brunn	7
210	Coupe Convertible	Dietrich	4
211	Sedan Convertible	Dietrich	5
212	Phaeton Convertible	Derham	4
213A	Berline, 2-Window	Judkins	5
213B	Berline, 3-Window	Judkins	5
214	Roadster - Convertible	LeBaron	7
215	Limousine - Closed Drive	Willoughby	7
216	Brougham, all weather	Willoughby	4
217A	Brougham, all weather	LeBaron	5
217B	Landaulet, all weather	LeBaron	5
218	Coupe	Judkins	3
219A	Coupe, rumble seat	Dietrich	4
219B	Coupe	Dietrich	2



SIDE MOUNT TRIVIA

Try your hand at identifying the make and year of the Classics in the photos on the opposite page from the side mounts shown. Good Luck! Answers are below.

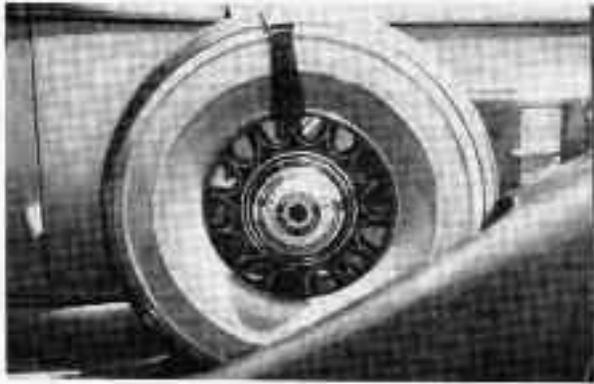
FROM THE FALL 1959 CLASSIC CAR

The new K series chassis was received with mixed emotions in 1931. Since it was the first major change to the Lincoln in the car's history many still favored the former model, but the obvious improvements were many and Lincoln quality construction persisted.

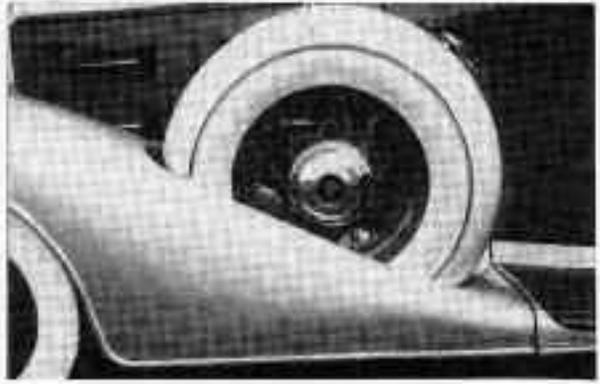
- 1. 1934 Packard Super 8
- 2. 1933 LaSalle
- 3. 1931 Cadillac
- 4. 1932 Pierce-Arrow
- 5. 1930 L-29 Cord
- 6. 1935 Cadillac
- 7. 1932 Franklin
- 8. 1932 DV32 Stutz



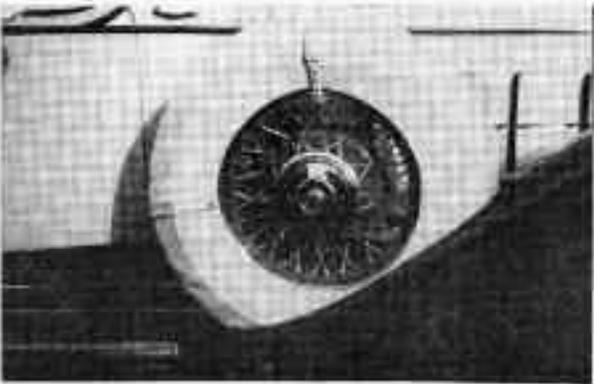
CLASSIC PHOTOGRAPH FROM YESTERYEAR PHOTOGRAPH COURTESY OF WOODY PORTZ



1



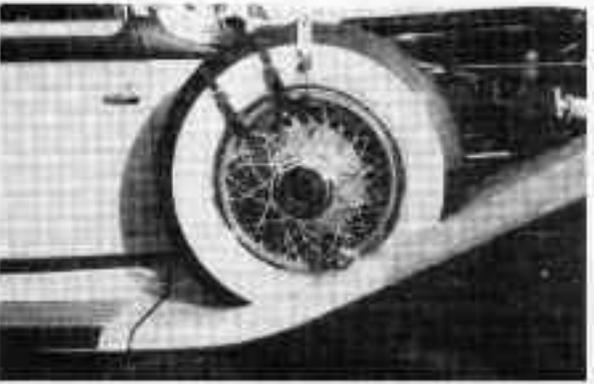
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3



4



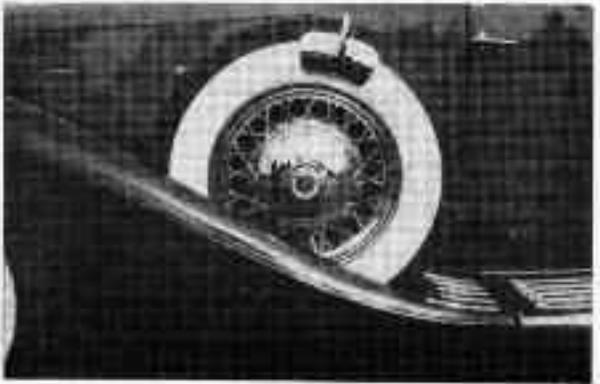
5



6



7



8

Wooden it be NICE

Firm specializes in veneering Town and Country panels

By Angelo Van Bogart

From Old Cars Weekly, Oct. 9, 2008

Vintage Woodworks is located about as far away from an ocean coast as you can get, but you'd never know it upon stepping into the Iola, Wisconsin, shop. Surrounded by wood-bodied sedans and convertibles with the Beach Boys blasting on the radio, the business is the kind of place a woodie owner can drop off the chassis and cowl of his or her car and pick up a show-stopping, road-ready winner. And many woodie owners from the coasts and everywhere between and beyond do exactly that.

The shop's proprietors, Dennis and Kathy Bickford, can restore nearly any type of woodie, but their business evolved during the more than 30 years the shop has been helping owners drive to Surf City, and the business now specializes in Chrysler Town and Country models. Along with restoring and rebuilding wood components and re-upholstering tops and interiors, the couple has built an incredible inventory of used and new reproduction parts for the unique vehicles. The focus of this article is just one of the parts that Vintage Woodworks reproduces: the wood-and-metal inserts that flush out the white ash framework of 1946-'48 Town and Country convertibles.

According to Dennis Bickford, there are 12 such panels on a Town and Country convertible, and as the supply of nicer cars has dried up, his customers have begun restoring rougher cars. Some of the cars that enter Vintage Woodworks were once considered parts cars, and they often have missing or damaged panels. Of the 12 panels, half are flat and the other half have a compound shape. All were originally metal panels with a wood veneer covering



until mid-1947, when Chrysler Corp. switched to a DiNoc panel with a simulated wood pattern covering the metal panels. Nearly all of Bickford's customers have their cars restored with wood veneer panels, regardless of when they were built, because "[Real] wood gives life to the car," Bickford said. To replace missing panels, Bickford uses metal cut to fit, and for those panels with a compound surface, he has them formed with an English wheel. The only replacement panels he offers that are not remade in metal are the upper door panels, which have extremely complicated curves. For these, he has fiberglass panels molded in the original shape.

To show how these panels are covered with veneer, Bickford used the upper trunk panel on a 1946-'48 Town and Country convertible as an example. These upper trunk panels are among those with a compound curve. His process for creating these panels is different than that of Chrysler Corp., which originally glued the veneer to the flat metal panels and, after the glue dried, stamped the panels to shape. Bickford credits this process with premature failure, so he has the panel shaped, then applies the veneer.

To start, Bickford places the veneer panel, which is cut slightly larger than the metal panel, on top of the metal panel and inserts the components into a vacuum press for 24 hours. By doing so, he slowly introduces the wood veneer to the compound shape it will need to adopt from the metal panel, thus preventing wrinkles in the veneer. The veneer and metal panel are not yet glued together in this step. After the veneer has begun to take the shape of the

curved metal panel, Bickford removes the veneer and metal panel from the vacuum press and prepares the metal panel for the epoxy that will bind the metal panel and veneer. A 36-grit blue sanding disk is spun over the already-shaped metal panel to rough its surface to help the epoxy adhere.

Once the metal panel is clean, Bickford mixes his two-part marine epoxy using a scale to ensure he has the exact mix dictated by the epoxy's manufacturer. With the epoxy mixed, he uses a single-use sponge roller to roll the epoxy onto the metal panel. According to Bickford, brushes will not evenly apply the epoxy to the level required.

After the epoxy has been applied to the metal panel, the veneer can be laid over the top. To hold the two parts together, Bickford tapes the pieces together at the top and the bottom, then inserts them in the vacuum press for 24 hours.

When the panels come out of the vacuum press, signs of the epoxy coming through the wood veneer are visible as

little specks. Rather than sand these specks off, Bickford lightly glides a cabinet scraper across the top of the veneer to remove the signs of the epoxy. Once they are smooth and free of specks, the panels can be finished.

Bickford uses a powder aniline dye to stain the surface of the panel, because it's clear with more particles per volume than an oil-based dye, thus giving a clearer view of the wood and its grain. Once the dye has penetrated the veneer and dried, Bickford applies a West system epoxy, per the manufacturer's instructions, to help bond the next coat. When the West System epoxy has dried, a final finishing using a varnish or urethane is applied.

For Bickford, an accomplished woodworker and restorer who has made dozens of panel sets, the entire process takes about 10 hours over one week. The results of Bickford's process can be seen on the best woodies at concours fields and other judged show fields around the world.

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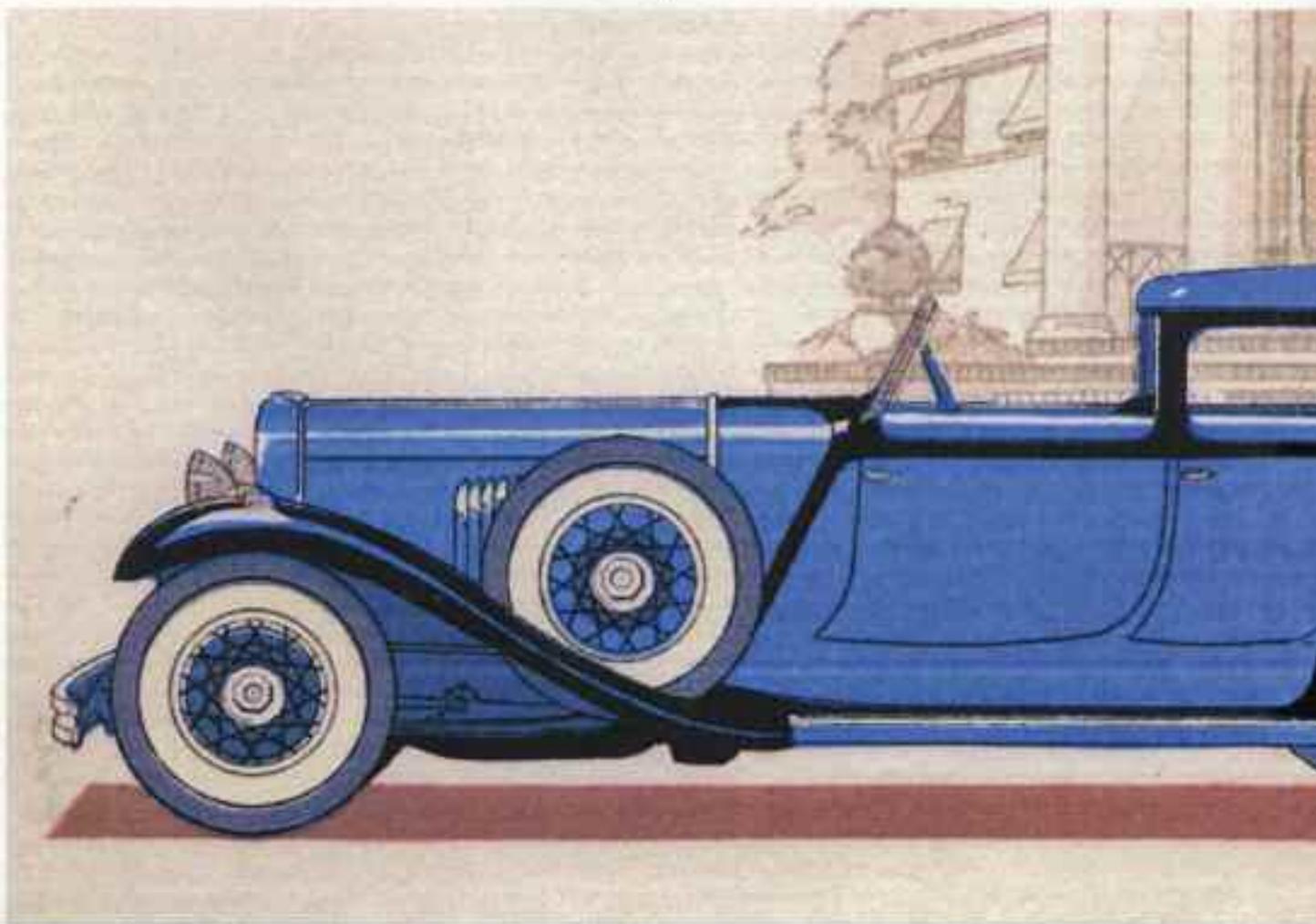
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Deco Diva Town Cars

Wealth on Wheels: Part II

BY WALT GOSDEN • PHOTOGRAPHS COURTESY OF THE WALT GOSDEN COLLECTION

The total price of a town car "delivered" would always be the very highest; this was the most expensive car you could have purchased. I note the word "delivered," as the cost of a finished car was always quoted f.o.b. (freight on board) at the factory. Most of the time, this was in Detroit, but in the pre-World War II era, it could also mean Auburn or Indianapolis, Indiana; or maybe Buffalo, Syracuse or Rochester, New York; or even Cleveland, Ohio; or any of a number of other towns if you take into account the independent car manufacturers.

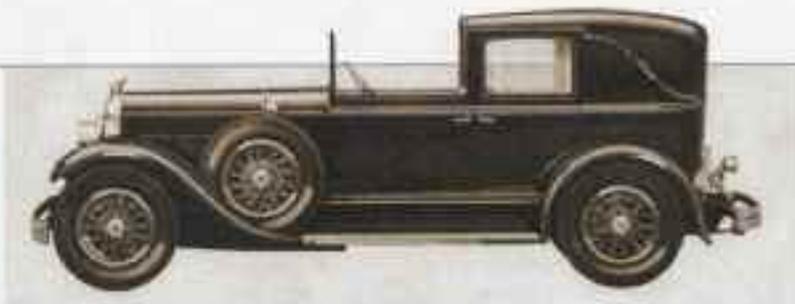
An in-house letter from R.E. Chamberlain, the general sales manager for the Packard Motor Car Company, to Packard distributors and dealers in

October 1926 broke down the list prices of custom cars. A Derham-bodied five-passenger Stationary Cabriolet (town car) was listed with a chassis price of \$3,140, plus excise tax of \$70.65. Body list price was \$3,190, plus \$66 excise tax and \$57 chassis freight to body builder. Combined list price of chassis and body, including taxes, totaled \$6,523.65. And the quoted prices were not the final cost. The last sentence of the Packard factory letter noted: "To determine total price to purchaser, add freight from Body Builder (to) New York or Detroit, as the case may be, and conditioning charge of \$40 for the Packard Eight and \$30 for the Packard Six."

In January 1930, if you wanted a new Cadillac



1930 DuPont Model G Town Car
by Waterhouse of Merrimac, Massachusetts.



1928 Chrysler Model 72 Town Cabriolet by LeBaron.



The 1928 Franklin Airman Series 12-b Town Car by Holbrook featured large windows hinged at the windshield to protect the driver.



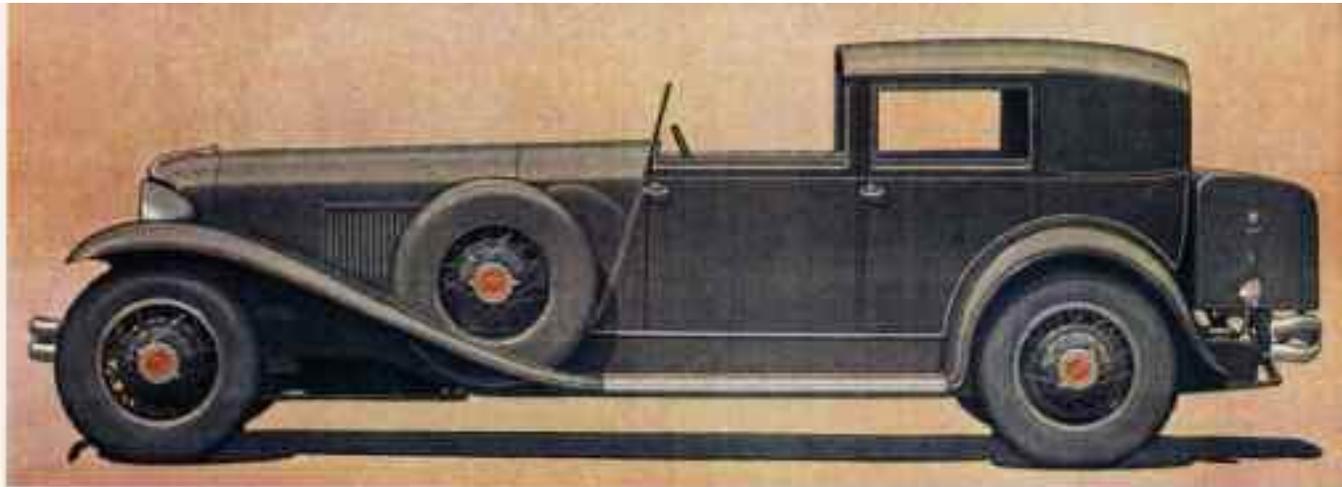
1928 Packard Model 4-43 All Weather Town Car by Dietrich.

V-16 and you lived in New York City, the delivery charge was \$400, no matter what body style you chose. A decade later, if you ordered a new Lincoln town car, the delivery cost was \$250.

A brief look at the prices of town cars delivered to dealers in New York shows us just how expensive these cars were. A 1931 Packard series B40 body by Packard was \$6,120 to \$6,445; LeBaron body, \$8,730; series 845 Rollston body, \$9,980 to \$10,180; 1931 Franklin Dietrich, \$4,195; 1930 Cadillac V-16 Town Cabriolet, \$7,400 to \$9,150; Town Brougham, \$9,600; Town Brougham with canework, \$10,100; 1935 Packard Super B LeBaron, \$6,050 to \$6,200; 1939 Lincoln Brunn Cabriolet, \$7,041; Brougham, \$7,143.

For the 1928 Packard 4-43 custom cars, there were three open body styles (phaeton, convertible coupe and roadster); eight closed body styles (coupe, sedan and limousine); and nine town car body styles offered by three different body builders—well-heeled buyers had quite the selection in the heyday of the town car.

By the late 1930s and early '40s, very few luxury car manufacturers were still in business and offering town cars as an available body style. Lincoln was one, with Brunn of Buffalo as their supplier; Brunn also supplied Packard. Cadillac offered a town car on the series 75 (V-8) and series 90 (V-16) as late as 1940; both shared the same wheelbase, chassis and coachwork by Fleetwood.



LeBaron offered a spectacular town car on the L-29 Cord chassis in the 1929-'30 model years, calling it a French Panel Brougham.

1929 Duesenberg Model J Town Car with Derham body was on the short wheelbase chassis. The profile of the coachwork emphasized the long hood.



Although Stutz had a reputation for its sporty cars, this 1929 town car shows they sold formal cars as well.



1930 Packard Model 7-45 All Weather Landaulet by Brewster.



1934 Brewster featured Ford V-8 running gear and was the work of John "Jack" Inskip.



which had gone unchanged since its introduction in 1938.

By 1940, Packard was offering only two town cars, both built by Rollson (formerly Rollston) of New York. Their All-Weather Cabriolet had solid quarter panels in the roof area behind the doors, with an oval rear window; the All-Weather Town Car had the rear quarter windows and a divided rear window closely resembling the factory sedan. The Rollson All-Weather Cabriolet with basic equipment was \$4,450, and cost \$4,495 with deluxe equipment, while the All-Weather Town Car was \$4,575, and \$4,620 in deluxe form.

Derham was still building town cars to order on any chassis desired, and most were created by modifying an existing factory-built sedan body. We know of an original 1941 Cadillac 60 Special Derham Town Car that is based on the Fleetwood-bodied factory sedan. After Derham opened up the front compartment, installed a division window, opera lamps and other amenities, they added their body builder's tag to the cowl, but also screwed a blank plate over the name Fleetwood on the door sill. What started out as a Fleetwood product was now a Derham creation.

One particular style of town car that can instantly be identified by the design of the rear roof section is the panel brougham model, with its distinctively sharp 90-degree edges. This style was in vogue in the U.S. and Europe during the carriage-building era. It continued to be built on automobile chassis, but had only limited popularity. The sharp edges of the rear of the roof did not flow with the more rounded fender and body lines of cars in the late 1930s and early 1940s.

Of course, that does not mean that a skilled body designer could not blend the two together to make a unique and beautiful car. The Willoughby Body Company of Utica, New York, was noted for their panel broughams, especially on the Lincoln chassis. Rollson popularized that particular body style in the late 1930s on the Packard 120 chassis. Due to the shorter wheelbase of this chassis and the somewhat chubby style of the front fenders, the majority of those panel broughams did not have spare tires mounted in the front fenders; a spare was concealed in a sloped body panel over the gas tank or mounted on the top of this panel and cov-

ered with a metal tire cover painted the same color as the fenders. Placing the spare tire at the rear made the car seem longer. Derham also built several panel broughams, including one in 1937 for opera star Lily Pons and another on a long-wheelbase Chrysler Crown Imperial chassis in 1942.

Long-wheelbase chassis were the most practical options for town cars, which needed to provide as much room as possible for the comfort of the rear-seat passenger; the same went for any other formal body style with a division panel to separate the driver from the passengers. Luxury cars were larger and provided this, but there were also a fair number of town cars built on less costly chassis. These were specifically ordered for individual customers, so the town car body did find its way to the chassis of Ford, Plymouth, Studebaker, De Soto, Graham and a host of others. When this was the case, the coachwork could cost two or three times the price of the chassis on its own.

It took a considerable amount of time and effort to build a town car once a design had been agreed upon. Patterns for the body support and seat frames had to be hand carved before they could be sent to the foundry to be cast in bronze and brass. Seat cushions were designed and built, typically by the F.R. Atkinson Spring Company in Hamburg, New York. Structural and decorative wood framework had to be created, too. All of this was very labor intensive and took time. In 1929, Brunn & Company of Buffalo, in a hand-written note to a customer on the back of a photograph of one of their town cars, stated, "It will require approximately 14 weeks to build." Take a second to contemplate how many people were working on the construction of this one body, every single day for three and a half months! And this was in an era when a working week was six days long.

The town car body represented the highest



1934 Pierce-Arrow Town Car by Brunn & Co. of Buffalo, New York.



1935 Lincoln with Brunn body and plated trunk rack and landau irons with painted headlamps.



1948 Cadillac model 75 started out with a Fleetwood limousine body that was modified by the Derham Body Co.

and most costly form of the coachbuilder's art. Ad copy for the Boston Packard dealer stated it best when describing this body type: "It is the quintessence of luxury. If you would present the madam with a 'chariot' that will make your friends 'sit up and take notice,' this is the car." ☛



A 1935 La Salle sedan with factory body was modified into a handsome town car by the Derham Body Co.

National Annual Meeting

Pasadena, California - February 27-March 3

Although your editor was not at the annual meeting, our president was, and came home with several awards. Ohio took 3rd place for the Bigelow Award, which is for “Distinguished Record of Overall Performance”.

Next was 2nd place for the Tarnopol CARavan Award, which is “Percentage of Participation by Classic Owing Members”.

Our region took 1st place for the Steiner Grand Classic Award, which is for “Percentage of Participation by Classic Owing Members”

The final award was for being a region for 60 years. Go Bucks!

Annual Theater Party - February 17

Joan Virostek did it again! She made arrangements for our club to attend a play put on by the local “Hudson Players”, now in their 60th season. It was a mystery/comedy called “Something’s Afoot”.

Afterwards, we had dinner at the local Rosewood Grill, an upscale restaurant with excellent food. The theater and restaurant venue is fun!

*Our fearless leaders:
Jane and David Schultz,
(National President),
Dave Heinrichs
(Local President)*



Gary and Gail Smolk



Jenny and Steve Perry

Annual Theater Party. . . continued



Bob Porter, Phil Masters, Joan Virostek



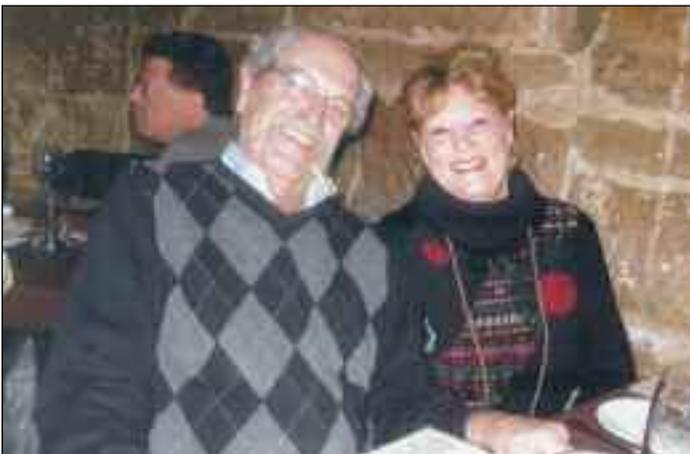
Marcia and Gary Rosenthal



Kathy and Bob Girardi



Bob and Cathy Mizicko



Bruce and Norma LaPierre



Diane and Al Truelson

ORCCCA Judging Seminar, April 14, 2013

By Gary Rosenthal

A very important seminar with much information about judging classic cars was held April 14, 2013 at the headquarters of Vintage Motor Cars, courtesy of Matt Harwood and Lee Wolff.

Twenty five eager ORCCCA members learned about judging and tabulating. It was a hands-on event led by our National Head Judge, John Kefalonitis, who with his wife Barbara, drove here from New Jersey especially for this seminar.

Present were: James Battenhouse, Norman Cangey, Morrie & Wendy Dannenhirsh, Jim Danes, Mike Dube, Bobby Giardi, Matt & Melanie Harwood, Dave Heinrichs, Dave Johnson, Joan Kamper, Mike Kochilla, Phil Masters, David Miller, Joe Platten, Bob Porter, Gary Rosenthal, David Schultz, Allan Truelson, Joan Virostek, Lee and Pam Wolff, and Harry Wolk.

Judges and tabulators were shown a CD about judging and recent changes for judging standards were pointed out. Suggestions for tabulators were also mentioned. Then all attending were divided into two groups so we could judge a 1940 Packard convertible and a 1931 Packard Phaeton. John Kefalonitis told us he would keep in touch with our judging accomplishments and will help us get out Master Judging credentials and tabulator credentials.

To top it all off, we had a delicious lunch, catered by Brennan's. Many thanks to Matt Harwood and Lee Wolff for offering their locale for this seminar. And many, many thanks to all who attended.

Gary Rosenthal
Chairperson, Judging Seminar



Attentive members, including Dave Johnson's dog.



1912 International from the Haynes' Collection



Gary Rosenthal checking out the '40 Packard.



Joe Platten, Bob Girardi, Al Truelson and Norm Cangey check out the '31 Packard

ORCCCA Judging Seminar. . . continued



Attentive audience watching the CCA film on judging.



Harry Wolk, Mike Cochilla, Dave Johnson, Lee Wolff



Dave Heinrichs, ORCCCA President, comparing notes with National President David Schultz.



Matt Harwood and Lee Wolff, the Principals of Vintage Motor Cars.



Matt Harwood, employee "John", Morrie Dannenhirsh, Dave Heinrichs



John and Barbaranna Kefalonitis

JAY LENO'S GARAGE

Barnyard Dreams

Leno lives every collector's dream by finding a Duesenberg in a garage.

BY JAY LENO



GOOD OL' PAINT: Leno's Duesle still has shines—once the dust was off.

I love hearing a rumor about some old car and tracking it down. When I was a kid, there was always that World War II Harley, still packed in Cosmoline, waiting to be gotten for \$35. Of course, the holy grail was the Corvette that a guy died in. But its owner couldn't get rid of the smell and it was just sitting in a barn somewhere until he could sell it for \$300.

Every now and then, however, a story turns out to be true.

For years, I heard about a Duesenberg in a parking garage in New York

City. Supposedly, it was parked there back in the 1930s and hadn't been touched since. So one day while I'm in New York with my wife, I decide to see if I can find this Duesenberg.

At about the ninth or 10th garage, I ask the attendant, "Do you have any really old cars here?"

And this guy says, "Oh yes, up on the fourth floor."

So I go up and there's a Duesenberg. It had been parked there in 1933, but the garage was remodeled in the mid-'60s and got a new elevator that's about a foot and a half shorter than the old one. So the Duesenberg can't get out. As far as I know, that Model J Duesenberg is still sitting there—when I offered to buy it, I was told it was not for sale.

You see, real car guys hold onto their cars forever. If you want to buy one, you contact the wife, or the widow, and be polite. It took me 10 years to get my Doble Steamer.

Hey, there are guys calling my wife right now. "If anything ever happens to Jay, I'd love to have first dibs on the whatever."

Around Los Angeles there are lots of guys with lots of interesting old cars and motorcycles tucked away in old barns, sheds and locked garages. In fact, not far from me is a garage that was owned by an old fellow who was an enthusiast. I'd heard he had something in that garage. So I would go visit
(Please turn to page 46)

him in my Stanley Steamer. He'd come out and chat, and I'd ask if I could look in the garage. And he always replied in that old-man sort of way, "Oh, no, not today. Not today."

This went on for maybe 20 years. But I'd go see him and keep in touch. Then I heard that at age 93 or so his children

I wouldn't say the car was perfect. But it was pretty close. Because it was just sort of parked, and everything was oily when it was parked, everything moved and everything was free. The windows were left rolled up so nothing got in there. The paint was obviously faded and there was tons

pieces move freely. Like all the Bakelite advance and retard switches—they move perfectly. The big question remains: Why was it put away? The old man must have lost interest for some reason. The inside of his house has little pathways through all the stuff he'd saved over the years. There must be 10,000 old car magazines, shop manuals and memorabilia in there.

Every couple of days, I spray the entire undercarriage with WD-40, letting everything soak. I still haven't tried to start it. I'm also putting penetrating oil onto the spark plugs, so that'll seep down into the cylinders and free the piston rings if they're stuck. Then, I'll rebuild the wheel cylinders, replace the brake hoses, change the water hoses, drop the pan and check the bearings. Don't forget, it was a 20-year-old car when it was put away in '47. But it's pretty much a perfect time capsule.

The body on this car was built by Locke & Co. Locke built several custom Model X Duesenberg bodies. Ems says this model was built so Duesenberg dealers would have something to sell in 1927. We're checking on the people who owned this particular car. The Model X was Fred Duesenberg's last design before the company was purchased by E.L. Cord. Duesenberg Inc. sold off the few X's and then began on the Model J.

I always tell people, "Talk to the old guys. They like company." But it's funny about these old guys. In 1988, I bought a LeBaron-bodied "barrel side" Duesenberg J phaeton that had been sitting in a barn since 1951. I told the old guy, "When I get it done, I'll bring it out and take you for a ride." So I brought it over, and when I hit the brakes it stopped perfectly. And he said, "It should, you know. I did those brakes in '50 or '51, so they're fine." I didn't have the heart to tell him that I had taken every nut and bolt off the car when I restored it. I just said, "You did a helluva job."

By the way, if you want to see more about my Model X, it'll be featured on an upcoming episode of "Rides" on the TLC channel.



PAMPERED: The car's engine had even been upgraded before Leno got there.

sent him off to a home. So I went to see his daughter. She was now in her 60s but she grew up in the house. I asked her when she was last in the garage. She said, "I guess when I was about 4 years old." That would have been around 1950. I asked her what was in there and she said, "Some old car."

I told her I wanted to buy whatever was in the garage. I didn't even care what it was at this point. So after some negotiations, she spoke with her father. He remembered me, and he said okay.

When we opened the door there was a 1927 Model X Duesenberg sedan. It had been parked there in 1947.

And the inside of the garage looked like 1947. There were empty cans of oleomargarine, newspapers with headlines like "JAPS ATTACK AGAIN!" There were a couple of porcelain signs and other neat things in there with the car.

of dust. But I'm not even going to repaint it. Two of its tires still held air, and the other two were rock solid.

The old fellow bought the car in Chicago, had it shipped out here by train, and towed it with a chain to his garage. And then he never ran it. Model X Duesenbergs are very rare. According to my friend Randy Ems, the country's top Duesenberg authority, only 13 Model X's were built. They fit in between the Duesenberg Model A and the famous Models J and SJ, which were built from 1929 to 1937. He says that only four X's survive.

It has an overhead-cam engine—the original cam gear was made of phenolic plastic. These gears broke on a lot of the cars, so there was a factory upgrade of a bronze gear. We figured that must be the reason it didn't run. But when we pulled the cam cover off, everything was oily and shiny, and it had the factory replacement gear in it.

To me, the really interesting thing about this car is that after all those years in storage, all the little bits and

Coast to Coast Caravan

On May 7th the Coast to Coast CARavan on the Lincoln Highway (Rt. 30) arrived in the Canton area. They had lunch at Dave Johnson's Spread Eagle Tavern in Hanoverton, followed by check-in at Canton's McKinley Grand Hotel. In the basement of the hotel is Bob Lichty's Motor Car Portfolio, where vintage vehicles are looking for new owners. The Canton Classic Car Museum was nearby as well. Dinner was at Benders Restaurant, a 100-year-old Victorian heirloom.

Nearly 100 people were on the tour at this point, with 30 some cars. Great sight of cars when checking into the hotel. Next stop Chicago!



McKinley Grand Hotel



Cars arriving at McKinley Grand Hotel



A Packard Darrin 4 door sedan



Motor Cars Portfolio in basement of Hotel



Gene Nau with his 1934 Packard and Lincoln Highway sign



Victorian "First Ladies" Museum



1941 Cadillac with Derham padded top

NOT ALL THIEVES ARE STUPID!!

A very interesting article.
The ELECTRONIC AGE
has produced ELECTRONIC CRIMINALS.

1. A friend of a friend left their car in the long-term parking at San Jose while away, and someone broke into the car. Using the information on the car's registration in the glove compartment, they drove the car to the people's home in Pebble Beach and robbed it. So I guess if we are going to leave the car in long-term parking, we should not leave the registration/insurance cards in it, nor your remote garage door opener. This gives us something to think about with all our new electronic technology.
2. GPS-A couple of weeks ago a friend told me that someone she knew had their car broken into while they were at a football game. Their car was parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been prominently mounted on the dashboard. When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen. The thieves used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean out the house. It would appear that they had brought a truck to empty the house of its contents.

Something to consider if you have a GPS-don't put your home address in it...Put a nearby address (like a store or gas station) so you can still find your way home if you need to, but no one else would know where you live if your GPS was stolen.
3. MOBILE PHONES-I never thought of this.....This lady has now changed her habit of how she lists her name on her mobile phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet, etc., was stolen. Twenty minutes later when she called her hubby from a pay phone telling him what had happened, hubby says 'I received your text asking about our PIN number and I've replied a little while ago.' When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The thief had actually used the stolen cell phone to text "hubby" in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account.

MORAL OF THE LESSON:

- a. Do not disclose the relationship between you and the people in your contact list. Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc.
- b. And very importantly, when sensitive info is being asked through texts, CONFIRM by calling back.
- c. Also, when you're being texted by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet 'family and friend' who text you.

*Dick and Marilyn Roddie's
1930 Packard, as seen on the
ORCCA Fall 2012 Tour*





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WHAT WENT WRONG?

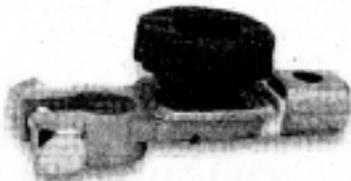


The SK feature "What Went Wrong?" tells a story about an actual malfunction of a collector car, what was done to diagnose the problem, and what was done to correct it. SK offers a three-month subscription renewal or extension for your story and description of what went wrong in your case and what was done to correct it, based on actual experience.

As suggested, I had a battery disconnect switch in my car. It was one of those which fits directly onto the battery terminal, and the battery cable connects to the other end. In between is a green knob. Loosen the knob, and it breaks the circuit. Snug it down, and it completes the circuit, connecting the battery to the electrical system.

One day, for no explicable reason, I got into the car, tightened the knob down, and...nothing. No power. Since I had turned the knob almost unconsciously, I concentrated on what I was doing, loosened the knob and retightened it. The car started, and I promptly forgot about the problem.

Then the same problem began happening more and more regularly. Even really cranking down on the green knob made no difference; when it didn't want to work, it didn't!

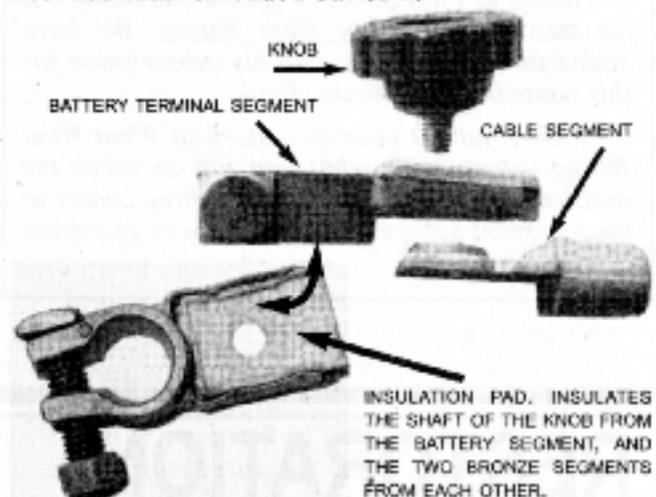


I figured that it was my old nemesis: corrosion. I took the switch off, disassembled it, wire brushed all of the parts until there was no trace of corrosion, reassembled the switch and reinstalled it. It still didn't work. Well, sometimes it did; other times, nothing.

Again I disassembled the switch, but this time I was more careful in examining it.

There are three parts to the switch. Actually it's a pretty simple device. The battery terminal segment is a bronze unit that fits over the battery terminal. The other end of that part has a 5/16" tapped hole. The battery cable segment, also bronze, connects to the cable going to the ground. The other end is sandwiched between the first part and the

green knob. The third part is the knob itself. The green knob is plastic with a brass bolt in it. The head of the bolt was molded into the plastic, and the threaded shaft extended out of it.



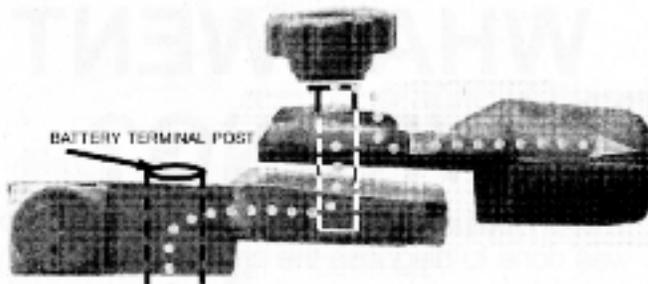
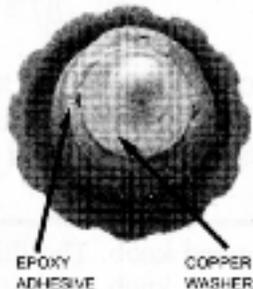
The threaded shaft goes through a hole in the cable segment and screws into the battery terminal segment. Careful examination showed that there was an insulator in the underside of the battery terminal segment making an electrical barrier between the two bronze segments. The hole in the insulator is smaller than the hole in the segment so the shaft of the knob does not make contact with the battery segment.

When the knob is tightened down, yes, it does pull the two bronze parts tightly together, but there is no electrical continuity. That actually happens through the threaded shaft of the knob. When the knob is tightened, the head of the imbedded bolt makes contact with the cable segment, completing the circuit.

I realized that if the knob doesn't always make full contact, there is actually an arcing, heating up the bolt and heating and softening the plastic

knob. The bolt then retracts into the warm plastic and the bolt head no longer makes electrical contact.

I soldered a copper washer onto the bolt, making a good electrical contact between the bolt head and the threaded bolt shaft. I used a two-part epoxy to secure the bolt in the knob. Now, when the knob is tightened down, the washer makes positive contact between the bolt and part #2, completing the circuit.



The electrical flow through a disconnect switch does not follow the path that you would expect. It leaves the battery, (left) flows through the bronze segment, goes up through the thread shaft of the knob, and then from the bolt head (or in the case of the repaired switch, the copper washer) to the segment which connects to the battery cable.

Thanks to Paul Sanchez of St. Petersburg, FL for this month's What Went Wrong. We have added three free issues onto his subscription for this contribution. Thanks, Paul.

Please submit your own story of What Went Wrong, along with what you did to solve the problem. If we use it, we'll add three issues to your current subscription as our way of saying 'thanks.'

S.K.

Although Paul Sanchez submitted this What Went Wrong topic, he did not supply enough photographs to offer a graphic explanation. We visited several stores in order to purchase this battery disconnect switch. We went to Harbor Freight, Pep Boys, O'Reillys, Auto Zone and Orchard Supply. Most stores did not have any disconnect switches, and one store had a bulky knife-switch. Thank goodness for specialty suppliers to our hobby like the Restoration Supply Company.

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