

# Northern Lights

Ohio Region  
Classic Car Club of America



Volume 57-3

Fall 2011



## 1936 Buick Series 80 Roadmaster

# Board of Managers, Ohio Region

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## OHIO REGION TROPHIES

### Rodway Trophy

Most improved Classic; must apply to head judge.

### Bayowski Trophy

Most improved Classic by owner; must apply to head judge.

### Armington Trophy

Board of Managers choice of member's Classic at the Stan Hywet meet.

### Davies Trophy

Past Director

### W.W. Williams Trophy

The person contributing the most to the betterment of the club.

### The "Good Joe" Award

Joseph B. Virostek Memorial Trophy, an annual award to be given to an ORCCCA member in recognition of a good deed or act of kindness towards another club member.

### Board of Managers Trophy

Most participation points.

### Northern Lights Trophy

Members choice of an article in the Northern Lights written by a regional member.

### Paige Palmer Award

For the 3 year or newer member contributing the most to the betterment of the Club.

### Touring Trophy

Most miles driven in a Classic in a year.

## COMING EVENTS

- October 14-16** Mini CARavan s.e. Ohio weekender.  
Contact David Johnson 330-223-1511;  
dwjohnson@summitville.com
- October 16** Fall Tour, Peninsula, Ohio
- November 6** Annual Meeting,  
Brennan's Party Center, Lakewood
- December 11** Holiday Party,  
Todaro's Party Center, Akron
- January 4-7** National Annual Meeting,  
Dallas-Ft. Worth
- January 6-8** 2012 Tour to Columbus,  
Dublin Car Show
- March** 2012 Theater Party
- June 17** 2012 Stan Hywet, Akron
- August** 2012 White Elephant Sale

## Director's Corner

Hi Everybody,

What a wonderful year we have had so far! In March we enjoyed a theater party hosted by Joan Virostek, and in April was Bob Porter's Indiana tour. In May, Mike and Jane Dube planned a tour to Orwell/Millersburg and in June the outstanding Stan Hywet Annual Car Show was headed by Jim and Connie Stecker, and the Inner Circle "woodie" exhibit coordinated by Bob Porter. In July we enjoyed a garden party hosted by Dave and Jane Schultz at their home, followed by a tour and gourmet dinner at Glenmoor. In August, Bob and Diane Brown made wonderful last-minute arrangements for the potluck cookout and white elephant auction, assisted by auctioneer Scott Isquick.

There are many more wonderful events yet to come, i.e. the Oktoberfest on Labor Day Weekend, planned by Rudi & Joan Kamper, the Grand Classic at Glenmoor in September planned by Bill and Chris Snyder, the Annual Meeting in November, planned by Joe and Marie Platten and in December the Holiday Party, planned by Harry Wolk and Bernie Golias. I hope to see you at all of them.

Please contact me if you have any suggestions or comments.

Gary F Rosenthal,  
Director

## Back Cover

The rear cover features 1934-35 cars seen at the Cadillac/LaSalle National Meet recently held in Columbus, Ohio. Featured are a 1934 Cadillac V-16 Town Car, a 1935 Cadillac V-8 Town Car, a 1935 Cadillac convertible, and two colorful LaSalle (nc) convertibles.

## Front Cover

The front cover car is a 1936 Buick Roadmaster Series 80 sedan, which was recently made a full Classic. It is owned by Morrie & Wendy Dannenhirsh.

The Series 80 Roadmaster included the years 1936-1939. In 1940 the Roadmaster name became a Series 70, and the Series 80 was upgraded to Limited, a name Buick used for its top of the line cars, the series 90, already Classics. The Series 90 was phased out in 1942, and the Roadmaster Series 70 became the top of the line in 1946.

## UPCOMING BOARD MEETINGS

- |                   |   |
|-------------------|---|
| <b>October 3</b>  | Home of Dave Heinrichs,<br>Olmsted Township         |
| <b>November 6</b> | Annual Meeting,<br>Brennan's Party Center, Lakewood |
| <b>December 5</b> | Home of Bob Porter, Lakewood                        |



# From Unsigned Member

While visiting the Harry Miller Racing Car Meet in Milwaukee, Wisconsin last July, I saw this stunning 1924 Bentley Speedster. This meet is for Indy style race cars, but you never know what will turn up.

This lovely machine is owned by a very nice gentleman named Bill Hoff, who resides in Pecatonica, Illinois. He told me the car was recently constructed using authentic Bentley running gear. The coach work was hand built to resemble something someone saw many years ago. The detail work on this car, as you can see is absolutely perfect. All the trim is flawless nickel. The unpainted alloy body has not a ripple or wave in it.

Running on the track, it sounds as good as it looks.

Seeing a car like this makes an already pleasant event even more so.



# Anniversary of the Indianapolis 500 Race

*Text and photos by David Herbert Miller*

On May 11 to 15, 2011, the Indianapolis Speedway celebrated the 100th Anniversary of the first 500-mile race in 1911.

The Marmon Club found it appropriate to join in since the first race was won by a Marmon driven by Ray Harroun averaging about 75 miles per hour. Bruce and Mary Williams were kind enough to ask me to join them in touring over to Indianapolis while they trailed their 1911 Marmon Speedster (nc). This gorgeous car is the same model with a different body and two less cylinders than Harroun's race car. The Williams' car was a winner too as it went home with the Best of Show trophy.



*Norm Cangey's 1930 Marmon Big 8. Note the Lalique hood ornament befitting this impressive car.*



*Bruce and Mary Williams enjoy lunch at the speedway during Saturday's car show.*

The Ohio Region was also represented by Norm Cangey who brought his Full Classic 1930 Marmon Big 8 Sedan, Bob and Donna Leibensperger, and Jack and Nancy Dunning who brought their 1921 Marmon Model 34B Speedster.



*Bruce Williams at the controls of his 1911 Marmon Speedster (nc). Only two people know how to drive this model well: Bruce and Ray Harroun, and Ray is dead.*



*Jack Dunning's 1921 Marmon 34B Speedster (nc) drew a crowd around it all day long on Saturday. It's a good thing Nancy had Jack as well dressed as his car.*

The event itself consisted of two car shows, one on Friday and one on Saturday. Both shows were held at the Speedway and included a partial lap around the track for the show cars. Everyone seemed pleased to be a part of this historic occasion.

# Some Enchanted CARavan - June 9-19

by Chris Snyder • Photos-Gail Cowin

We took a leisurely drive to the Some Enchanted CARavan three days before the start of the tour in Albuquerque. We even had fun driving along historic Route 66 in several spots. As we entered New Mexico, we were greeted by the smell of smoke! The smoke from the Arizona fires had drifted across the whole state of New Mexico to the Texas border. We hoped this would not be a portent of the week to come. (As it turned out, we encountered very little smoke after that.)

The Rio Grande Region was out in full force to greet the CARavaners at the opening banquet. Coordinator, Caroline Meade, introduced first time CARavaners, and B J Hill had arranged for a Native American couple to sing and dance for us.

Thursday, June 10, was the first driving day of the tour. Bill and I, with our passengers, Ohio Region members Jim and Gail Cowin, toured by way of the Jemez Pueblo, Valles Caldera (collapsed volcano crater), and Bandolier National Monument to Los Alamos, site of the laboratory where the first White Sands atomic bomb was developed.

It was a beautiful drive up to Los Alamos. However, our Marmon was hit and missing all the way up. When we arrived at our hotel, we decided there may be a major problem and called AAA to return our Classic back the 90 miles to Albuquerque. We rode along and picked up our Suburban, in which we finished the tour. While we went back to Albuquerque, the other folks visited the Bradbury Science Museum, with interactive exhibits showing Los Alamos National Laboratory's contributions to modern science, research and technology, including the Manhattan Project.

Friday we left for Durango, CO, a 200-mile day. We had a great coffee stop at the Ghost Ranch, the summer home of artist, Georgia O'Keeffe. We were enjoying the beautiful scenery and pleasant conversation when we missed the turn in Chama to Pagosa Springs, our lunch stop. We stopped quite a ways up the road for a pit stop when we were told of our mistake. However, the nice gent who informed us of our error, also claimed that we were actually in the most scenic area of the region. We turned around and had a delightful lunch back in the little village of Chama.

We arrived in Durango, a really neat western style town in time for the Western Chuckwagon dinner at the Bar D Ranch. Not only did we enjoy a great barbeque, but also a very good four man combo who played some great tunes.

Saturday was a free day in Durango, with several options offered. One was a day trip to Mesa Verde National Park and the other, and the one that we chose, was a trip on the famous narrow gauge 1880's Durango and Silverton Railroad to Silverton. What a trip through the San Juan Mountains, with beautiful gorges, rivers and peaks. We had two private cars with snacks provided by the region.

We arrived in the old west town of Silverton in time to eat lunch in an old hotel. We had little time to shop until the train was ready to head back to Durango. However, half way back our train lost most of its braking power. They tried to repair the problem, with no luck. Luckily the train was near a siding, so we waited until a later train came along and hooked up in front of our train

and we went on our merry way, even though we were several hours late.

Sunday we toured to Taos, in actuality three villages, nestled beneath the towering Sangre de Cristo (blood of Christ) Mountains, including New Mexico's highest mountain, Wheeler Peak (elevation 13,161 ft.) and near the gigantic tear in the earth, the Rio Grande Gorge. Famous for trapping and hunting in the 18th century, Taos became one of the busiest trade centers in New Spain. Later in the century, an invasion of another sort arrived in Taos, when the Kerr Bros. and other artists came to make the city their home. Taos then became known as an art center.

Monday we spent the day touring around the enchanted Circle with a lunch stop at Philmont Scout Ranch. Philmont was developed by Phillips Petroleum magnate, Waite Phillips, who had first built a large residence there. He allowed a few Boy Scouts to visit and eventually donated a total of 127,395 acres to the Boy Scouts. It is the largest youth camp in the world.

We also made a sobering stop at the Vietnam Veteran's National Memorial. It was built by Dr. Robert Westphall in 1968-71 to honor his son and all the soldiers killed in the Vietnam War.

On Tuesday the 14th we took off for Santa Fe, by way of Angel Fire (the site of the Meades' winter ski home) at almost 10,000 feet. The ride was spectacular, as has been every day so far. We passed many interesting sights, including a large alpaca ranch. Our lunch stop was at the neat el Rancho de Chimayo Restaurant in an area famous for its weaving. After a great lunch a few of us stopped at the Sanctuario de Chimayo nearby for some "holy dirt." There were many testimonials to its healing powers tacked up on the walls of the church. Gail and I each got ourselves a good helping of the soil.

Driving into Santa Fe we passed the Nambe Pueblo, which has existed since the 14th century and was a primary cultural, economic and religious center at the time of the arrival of Spanish colonists in the very early 17th century. It is known for its distinctive style of pottery.

Santa Fe, known as "The City Different" is surrounded by the Sangre de Cristo, Sandia, Jemez and Ortiz Mountains. All the buildings in this, the oldest state capitol in the U.S., are in the adobe style. It became the site of many battles between the native pueblo Indians and the Spanish. Finally, in 1846, the Americans ousted the Mexicans from Santa Fe and the town became part of the U.S. Territory.

Wednesday some of the folks went on a tour to El Rancho de Las Golondrinas and Galisto art center. We went shopping and visited the art galleries in town, and met up with some friends from Santa Fe. There are many things to see and do in Santa Fe, such as touring the Palace of the Governors, St. Francis Cathedral and Loretto Chapel. On Thursday we decided to tour the Georgia O'Keeffe Museum which had a special exhibit called "Shared Intelligence: American Painting and the Photograph." I never realized the influence photos had on famous painting.

Friday saw us on our final touring day back to Albuquerque. We had a coffee stop at the little town of Madrid, famous for Maggie's Café, featured in the recent movie, "Wild Hogs." It had some neat shops and Gail and I made some great buys.



## Some Enchanted CARavan. . . *continued*

The final banquet was held back at the Hotel Albuquerque. Tom and Caroline Meade and their committee received kudos for a memorable CARavan. We said our farewells to friends, old and new, dropped the Cowins off at the airport and headed out for our long drive back to Ohio.

P.S. – Caroline advised us later that had we waited one week to start the CARavan, some of the worst wildfires in New Mexico history would have blocked a number of our roads.



*Durango-Silverton train as viewed from a rear car.*



*Our rafting trip in the San Juan Mountains.*



*Classics cooling off in Los Alamos after the long climb up.*



*Classics leaving the Philmont Boy Scout Ranch.*



*The Snyder's Marmon before it contracted a terminal illness.*



*Bill Snyder gets some water for the radiator from road crewman*



**Some Enchanted CARavan. . . continued**



*Bill and Chris Snyder with Jim Cowin outside the Boxcar Café in Chama, NM.*



*Gail Cowin admires Eddie and Pam Bell's 1933 Pierce Arrow.*



*Tony Collins & BJ Hill's 1932 Packard*



*Denny & Bernadene Dochnahl's 1934 Packard*



*The Durango-Silverton train pulling into Silverton, CO.*



*A 30's Auburn on CARavan*



# FOUR CLASSICS (c)

Eric Butler and your editor stopped to see the national meet of the Professional Car Society, held in Hudson, July 16. There was an impressive collection of hearses, ambulances, and funeral

cars. Not all the cars were Cadillacs, as one might think. There were 3 Pontiac ambulances from the '50s and '60s. Shown are the most unusual vehicles.



*Eric Butler with 1800s hearse*



*Hearse from the '20s*



*Early 1930's Carved Panel Hearse used by a Masonic Lodge in Iowa*



*'39 LaSalle (nc) with carved panel sides and rear door*

## Stan Hywet Car Show, Akron - June 19

The 54th annual ORCCCA sponsored car show at Stan Hywet started with the threat of rain. Because of that, a number of pre-registered people didn't show up. They should have, because the rain didn't start until the late afternoon, after the festivities were over.

It didn't affect the Chrysler Town and Country automobiles that were featured in the "Inner Circle", either. The group highlighted the original wooden 1941-50 T & Cs. There were six on display: two very rare '42 sedans, a '46 convertible, '48 convertible, '49 convertible, and a '48 sedan. There were also placards on stands telling the history of the Town and Country. Many compliments were heard about the display.

Yes, the rain did come on the way home, in sheets, in fact. As much as owners of wooden cars grimace at the sight of rain, the cars aren't as delicate as one might think. A good wipe down after a rain or wash will keep them looking good for years to come.



*T & C placard*



## Stan Hywet. . . continued



*Classics at Stan Hywet*



*Crowd at Stan Hywet*

## The "Inner Circle"



*1942 "Blackout" wagon with mostly painted out chrome, due to WWII. Owner: Jeff Larger*



*Bob Porter's '48 sedan*



*Bob Porter's 1949 T&C*



*David Johnson's '46*



*Al Scholten's '42 wagon*



*Steve Martis's '48*





*1936 In period advertising, the all-new Roadmaster was called "the car that skipped the awkward age," thanks to its modern styling cues.*

# Roadmasters Buick's King of Style and Power

*by Matthew Litwin • From Hemmings Classic Car, April, 2011*

To say that the Roadmaster had humble beginnings is a huge understatement. The name itself was intended to evoke images synonymous with power, handling and elegant styling, elements that, by and large, had been lacking at General Motors' Buick division since the 1928 model year.

It wasn't just coincidence either. Roadmasters were generally first to receive Buick's most powerful engines, the very latest in suspension design for supreme ride quality, and interior comfort and conveniences that rivaled Cadillac and other luxury brands. Upon the Roadmaster's 1936 introduction, factory literature stated: "So we built this great-powered, trigger-quick, light-handling Buick Roadmaster, and it literally named itself the first time a test model leveled out on the open highway." And for the next 20 years, the Roadmaster was to be a status symbol for a more youthful market with moderate means, as well as the affluent.

At first, the Roadmaster was the middle ground vehicle, positioned between the upscale Series 90 Limited and the Series 60 Century, which many consider to be the first muscle car. Available in just two body styles – a four-door Phaeton and a four-door Sedan – the line was given the Series 80 designation.

The new line rode on an entirely new 131-inch wheelbase platform. It touted an X-braced girder frame, upgraded front independent suspension, moderately wide stance, revamped rear leaf spring design and a new-for-Buick "Tiptoe" hydraulic

system. Sleek, modern bodies featured swept-back windshields and rounded corners, and were fitted with more sound-deadening material to reduce cabin noise. Both leather and cloth interiors were plush, and wide enough to accommodate three adults per row, with all the amenities expected of Buick.

It was, for all intents and purposes, the perfect platform in which to showcase the company's new 320.2-cu.in. straight-eight. Rated for 120hp and equipped with a two-barrel carburetor, it produced more horsepower and torque than the previous 344.8cu.in. Eight – speeds approaching 100 MPH were not unheard of – and it was significantly lighter, to boot. As a result, the Roadmaster was powerful, nimble and smooth. A combined total of 16,049 four-doors found willing buyers, which helped push Buick back up to sixth in domestic sales.

As successful as 1936 had been, Buick upped the pressure on the competition the following year. The Roadmaster body continued to be constructed by the time-honored tradition of steel paneling over wood frame; however, much like the rest of the Buick lineup, the body was updated with a new grille and hood, as well as redesigned fenders squared off at the end, and elongated headlamps. Dual side-mounted spares continued as standard equipment – Roadmaster was the only Buick to do so. The series also welcomed the formal sedan into the fold, which was virtually identical to the base sedan, save for the retractable glass partition that could isolate the rear passengers from the driver.

Interiors received an upgrade, as well: The radio was now centrally positioned in the dash panel. Meanwhile, passengers were swaddled in Bedford cords and mohair fabrics in their choice of several colors, along with six different shades of leather in the Phaeton. All of these upholstery options continued into 1938.

Mechanically, the Roadmaster engine now touted a power rating of 130hp, thanks to a longer piston stroke, a reworked crankshaft and new main bearings, while a new generator



*1938 Arguably, this is the best-proportioned and styled pre-war Roadmaster to come out of Flint.*





1939 The Roadmaster was graced with a hint of streamlining and some European design influences, as on this trunk-back Phaeton (Model 81C).

provided more energy throughout. Valvetrain noise was also reduced by the introduction of aluminum rocker arm shaft brackets. Additionally, design advances within Stromberg's carburetors not only improved efficiency, but also helped prevent untimely stall-outs and flooding when parked on an incline. One other notable upgrade was the inclusion of front and rear anti-roll bars to improve stability.

Advancements continued for the 1938 Roadmasters, the single model year that most critics and enthusiasts agree was the pre-war design pinnacle for Buick; these cars are now among the most prized by collectors. Visually, Buick simply widened the horizontal grille bar spacing and altered the wheel covers; less noticeable was the two-inch increase in wheelbase length. One other visual refinement many might miss was the fact that dual side-mounted spares were no longer standard equipment.

Hidden from view, although proudly proclaimed, was yet another boost in straight-eight power, to 141hp. Rather than alter the size of the combustion chamber, engineers discovered that a simple piston redesign did the trick. Improved crankcase ventilation and full-pressure lubrication didn't hurt, either; period advertising called the engine "the new Dynafash Eight."

Keeping that newfound power on the ground was a front and rear coil-sprung suspension – a domestic industry first – that made use of beefier shock absorbers. Roadmasters were also lighter in 1938, mostly due to a new X-braced frame that shaved upwards of 47 pounds. Perhaps the most significant change was the long-



1940/1941 Last made in 1940, the Sport Coupe body style (top) featured a new grille; the Sport Phaeton would see production end in 1941 (above).

awaited switch to an all-steel body. Yet in spite of its crisp, sheer beauty and the introduction of a fourth body type, Roadmaster production slipped to just 5,568 units (the lowest during its 20 years of production); a significant dip in the economy was to blame.

There doesn't seem to be any middle ground among aficionados when referring to the 1939 models; they're either loved or reviled, even though a Roadmaster Sport Phaeton was selected to pace the 1939 Indianapolis 500 race. It was hard to ignore the new, flowing body lines, the first use of the waterfall grille, and another industry first by Buick, the inclusion of rear turn signals as standard equipment. The grille was actually a styling cue adapted to some degree from some of the most popular European continental racing cars of the time. Protected by the new streamlined body was an interior that featured a shift lever mounted on the steering column. Its repositioning allowed for true seating for six, and a redesigned dash included garnish mouldings with mahogany trim panels.

Roadmasters sustained their trend of relatively affordable elegance in 1939 as they were priced between \$1,543 and \$1,983 among five body styles, two of which are the rarest ever produced in the line. Priced at \$1,543, only 20 Model 87 Sport sedans – a four-door fastback design – were assembled on a special-order basis. The other special-order Roadmaster available was the Model 80C four-door Sport Phaeton, of which just three examples were constructed. Unlike the Model 81C Sport Phaeton, the 80C did not exhibit the built-in truck-back body.

The Roadmasters of 1940 were sold under the traditional car banner in response to the varied reception of the previous incarnation. Aside from the visual upgrade of the front end, 1940's Roadmaster was redesignated as Series 70 and assembled on a shorter 126-inch wheelbase. Only four body styles were offered, all dressed with two-tone Bedford cloth interior in gray or tan with engine-turned dash panels. Four-door variants had a lower profile than previous year, providing a more sporty appearance.

Although a mild alteration to the front fenders and the reintroduction of the waterfall grille welcomed 1941 models, the focus of attention was on the Fireball straight-eight engine. Still displacing 320.2 cubic inches, a new manifold design allowed for the introduction of compound carburetion to the series. Dual Carter or Stromberg two-barrel carburetors were employed and, thanks to 10mm spark plugs and the installation of a 0.15-inch thick cylinder head gasket, output in the Roadmaster jumped from 141hp to 165hp, effectively making it, as well as the Century and Limited, the highest-horsepower standard production domestically built automobile at the time.

*Export figures not included*

**ROADMASTER PRODUCTION 1936-'39**

Series / Body type	1936	1937	1938	1939
80C/Phaeton, 4-door	1,064	1,040	350	3
81/Sedan, 4-door	14,985	14,637	4,505	5,460
81C/Sport Phaeton, 4-door	-	-	-	311
81F/Formal sedan, 4-door	-	452	247	303
87/Sport sedan, 4-door	-	-	466	20

# Letter to the Editor

Dear Bob:

Regarding the article about anti-freeze in the previous issue of "Northern Lights": The only car I ever had a coolant leakage complaint about was using Extended Life Anti-Freeze.

Thus, I agree that such products present special problems for old cars. But not because they are harming anything.

The biggest problem is that the castings are just plain old and have been subjected to decades of exposure.

Now I worked on a very old Packard in which the cylinder blocks were in very weathered condition. As a precaution against rust, I washed the water jacketing with straight anti-freeze prior to storage. I also rinsed the brass radiator with straight anti-freeze and plugged it.

Months later when I uncovered the blocks I found that the anti-freeze had evaporated, leaving a visible yellow film on the cast iron.

I decided to do a similar test using Havoline Dex-Cool (an OAT product). I placed a small amount in an open bottle and let it sit on the porch. One year later the Dex-Cool had not evaporated one lick.

Thus, my conclusion is that the evaporation of seepage in conventional anti-freeze prevents leakage complaints. The non-evaporation qualities of long life anti-freezes results in accumulations of liquids through old porous metal. I don't think they are dissolving anything.

In the future I expect that conventional anti-freeze (IAT) will be discontinued.

The magazine is great, keep up the great work.

Very truly yours,  
Tim Cole

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## - P A S T E V E N T -

### AACA TOUR TO HANOVERTON, JUNE 4

Morrie and Wendy Dannenhirsh planned this annual trip to Hanoverton and lunch at the Spread Eagle Tavern by first visiting Tom and Isabella Hannon, who live in the Canton area. They have a collection of vintage horse drawn carriages, plus a Classic '31 Packard phaeton. They had black Friesian horses to pull the carriages until recently. They kindly opened up their facilities and gardens to us.

Then it was on to lunch, via scenic back roads. Instead of having dessert at the Tavern, we stopped for ice cream on the way home in Rootstown. This has become a tradition. Thanks to Morrie and Wendy.



**AACA TOUR TO HANOVERTON...continued**



*All vintages*



*The Hannon Home*



*Tom and Theresa Hannon*



*Vintage Carriage*



*1880s Pumper*



*1931 Packard*



*Lunch at Spread Eagle Tavern*



*June 4 AACA Tour to Hanover-Painting at Spread Eagle*

# Cadillac and LaSalle National Meet

## COLUMBUS, OHIO AUGUST 10-14

The national meet of the Cadillac LaSalle Club was held in Columbus August 10-14. The actual car show was on Saturday the 13th. In spite of an initial threat of rain on show day, it turned out to be a beautiful day. The rain held off until the next day, and then it made up for lost time. As many ORCCCA members belong to this club, your editor decided to join them.

In the meantime, tours were offered of the Ohio Theater, where we were treated to a mini organ concert. Yes, the organ did come up from the floor!

Bus tours to the Air Force Museum in Dayton, German Village and Short North areas of Columbus, and the Franklin Park Conservatory, besides the car collection of ORCCCA member Tom Sutphen, were also offered. The Conservatory featured a collection of glass sculptures by Dale Chihuly.

Near the Sutphen collection was the headquarters of the Bobby Rahal Racing Team, and we were given a tour of the facilities. We finished with a stop at the nearby Anthony-Thomas candy store. We watched while conveyor lines moved chocolate, vanilla, and butterscotch into their respective areas of packaging. As we left, we were given a sample of a chocolate and butterscotch Buckeye!

There were a number of Classic era Cadillacs on display, including FIVE 1941 convertible sedans (and five 1957-58 Eldorado Broughams-nc). There were also three black 1941 convertibles and two maroon '41 60 Specials. Unfortunately, I didn't get the names of all the owners.

As mentioned previously, your editor decided to drive his '35 Cadillac to Columbus and back. I took back roads going there, thinking that it would be easier on the engine. However, after talking with some ORCCCA members there, I decided to take I-71 home, maintaining a 55-60 speed with its high speed rear end. The car ran fine.

Unfortunately, going home we ran into rain. After a swipe or two, the left wiper stopped working, while the right side continued merrily on. I finally shut them off, and concentrated on the shoulder's white line. A little scary, but we made it. The rain finally stopped south of Cleveland, and by the time I got home, the car was dry! Thanks to Phil Masters, who followed me both ways in his '65 Eldorado (nc) in case there were any problems.



*Replica of Christopher Columbus' ship The Santa Maria*



**Cadillac and LaSalle National Meet . . . continued**



*Franklin Park Conservatory*



*Franklin Park Conservatory*



*Chihula's "Pumpkin Patch"*



*Chihula's Wild Sculpture*



*Dale Chihuly Glass Sculptures*



*The organ at the Ohio Theater*



*Ohio Theater in Spanish Baroque*



**Cadillac and LaSalle National Meet . . . continued**



*Dave Goss' 1931 Roadster*



*Dan Hanlen's 1930 V-16*



*Allan Warner's 1930 convertible*



*1930 Sedan*



*Matt Harwood's 1929 sedan*



**Cadillac and LaSalle National Meet . . . continued**



*Dave Mitchell's 1934 V-16 Town Car top open*



*Bob Porter's 1935 V-8 Town Car top closed*



*Karen and Chuck Walders '36 Convertible*



*1935 convertible*



*1937 75 convertible sedan*



*1941 Coupe*



*1940 convertible top down*



*1940 Convertible top up*



**Cadillac and LaSalle National Meet . . . continued**



*1941 convertible sedan #1*



*convertible sedan #3*



*1941 convertible #2*



*convertible sedan #4*



*1941 convertible #1*



*Convertible sedan #5*



*Bill Gehring's 1941 convertible #2*



*Charlie Renner's 1941 convertible #3*



**Cadillac and LaSalle National Meet . . . continued**



*Bill Davis' 1941 Fleetwood 60 Special*



*'46 62 series sedan*



*Bob Knight's '47 convertible*



*'46 convertible*



*'47 hearse*



*Ned Wright's '47 Sedanette*



*Bob Messenger's '46 Sedanette*



*'47 Series 75 limo*



**Cadillac and LaSalle National Meet . . . continued**



*Sutphen Building #2*



*Sutphen's Building #1*



*They make fire trucks here!*



*Tom Sutphen's L-29 Cord*



*1920 Detroit Electric*



*Sutphen's Building #1 - Cars from 20's, 30's, 40's, 50's*



*Bobby Rahal's race car truck*



*The name says it all!*



# White Elephant Sale August 7

Bob and Diane Brown hosted a White Elephant sale, along with a Potluck meal. Participants brought various dishes of food and desserts, as well as auto related items for the auction. Our

intrepid auctioneer, Scott Isquick, kept bidding moving briskly. Thanks to all who participated. The proceeds of around \$850 will help the club's treasury.



# Patterson Fruit Farm Show, August 21

The AACA's second year car show at Patterson Fruit Farm in Chesterland started out dry enough, after an early morning shower. By the time your editor arrived from sunny Lakewood, clouds started to roll in. Luckily there was time to check out most of the cars before the first storm let loose. That lasted for about 20

minutes, with a 15 minute break before the next storm let loose. This went on until early afternoon, when the sun finally came out to stay. Unfortunately, this caused a number of people, including me, to leave the show early, but not before having a couple of Patterson's homemade donuts! YUM! Wish I'd stayed!



*Classic Lineup*



*Three '47 Cadillacs and a T&C*



*Gary Rosenthal sitting out the rain*



*Gene Nau's 1930 Lincoln*



*Norm Cangey's '30 Marmon Big 8*



*A Pierce Arrow with drum headlights*



# Garden Party and Tour, July 10

Jane and David Schultz hosted a garden party, countryside tour, and lunch at Glenmoor Country Club on a beautiful sunny Sunday. A large turnout of members arrived at their home in Massillon for a light breakfast and tour of their garden.

Then it was time for the countryside tour. We took roads that were way off the beaten track, up hill and down dale, testing the mettle of our cars. In a couple of cases, a GPS had to be used when driving instructions were missed! We arrived at Quailcrest Farm, where we checked out the gardens and gift shop.

Then on to Glenmoor for lunch. We were seated on the patio, which was quite pleasant. The lunch was very good, as was the service.

This was the longest trip your editor had taken with his '35 Cadillac, and I was pleased that it was running well and not overheating. That encouraged me to want to drive it to Columbus for the upcoming Cadillac LaSalle National Meet.



*Classics at the Schultz Residence*



*Muffins and Scones! Yummy!*



*The Schultz Garden*



*Enjoying the shade*



*The Schultz Garden*



*Garden at Quailcrest Farm & Dairy*



## Garden Party Tour . . . continued



*The sign announces*



*The '35 made it!*



*Parking at Glenmoor*



*Parking at Glenmoor*



*The Patio*



*Efficient service*

# Driving Tour and Poker Run - July 17

The Cadillac/LaSalle Club invited ORCCCA members to join them in a Tour and Poker Run. Among the stops made were at a restored village at Caves Road at Mayfield Road (Route 322) in Chesterland. The tour ended at the restaurant "Mangia, Mangia" in Newbury.



Restored Village Hall at Caves Road and Mayfield Road in Chesterland



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## - COMING EVENT -

### FALL TOUR SUNDAY, OCTOBER 16

Gather at 11:30 in the tiny town (600 people) of Peninsula, which celebrated the opening of the Ohio Canal on July 4, 1827. And it still looks the same!

We have permission to park in the lot owned by Robert Hunker Assoc., which owns most of the town. The lot is at the S.W. corner of Route 303 (Main Street) and Riverview Road, across from the G.A.R. Hall (Grand Army of the Republic). We will leave at 12:30, which gives one time to walk the town, and tour the oldest church and G.A.R. Hall (open at noon). Route 303 runs east and west between I-71

(Hinckley) and Route 8 (Hudson).

We will then caravan along scenic Riverview Road to Cleveland, where we will have lunch at the Quaker Steak and Lube on Canal Road.

Although no money is needed in advance, a reservation is, as the restaurant would like to know how many people and cars are coming. They would also like the cars parked in front.

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