

Northern Lights

Ohio Region
Classic Car Club of America



Volume 57-2

Summer 2011



1932 L-29 Cord

Board of Managers, Ohio Region

DIRECTOR / HEAD JUDGE <i>Gary Rosenthal</i> 13569 County Line Road, Chagrin Falls, OH 44022 440-423-1718 (H); E-Mail: sunchoke@sbcglobal.net	Term Limit 2013	EDITOR, "NORTHERN LIGHTS" <i>Bob Porter</i> 12540 Edgewater Drive, Lakewood, OH 44107 216-228-1169; E-Mail: TownandCountry@ameritech.net	2012
ASSISTANT DIRECTOR / SECRETARY <i>Joe Platten</i> 1059 State Road, Hinkley, OH 44233 330-278-2790; E-Mail: J_Platten@yahoo.com	2013	MEMBERSHIP / ALTERNATE <i>Norman Cangey</i> 21355 Hillsdale Avenue, Fairview Park, OH 44126 440-333-8921; E-Mail: clockcangey@worldnet.att	2011
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EDITOR, "HIGH BEAM" <i>Mike and Jane Dube</i> 3178 Robin Street, Ravenna, OH 44266 330-297-8792; E-Mail: shoveldog@aol.com	2011	CLUB AWARDS <i>Rudi Kamper</i> 9225 Lindbergh Blvd., Olmsted Fall, OH 44138 440-234-5659; E-Mail: joankamper@aol.com	2011
EQUIPMENT <i>Bob Brown</i> 635 Eastwood Road, Hinckley, OH 44233 330-278-4318; E-Mail: Not listed		CLUB AWARDS CHAIRMAN <i>Al Truelson</i> 3616 Erhart Road, Litchfield, OH 44253 330-722-1461; E-Mail: imturfuguy@aol.com	2011
<i>David Heinrichs</i> 25716 Osborne Road, Columbia Station, OH 440-668-3763; E-Mail: HeinrichsVintageCarShop@gmail.com	2013	CLUB PROJECTS / ALTERNATE <i>Eric Butler</i> 31017 Bexley Drive, Bay Village, OH 44140 440-871-3332; E-Mail: ericbutler@yahoo.com	2011
<i>Jim Battenhouse</i> 24071 Elm Road, North Olmsted, OH 44070 440-777-0884; E-Mail: Not listed	2011	STAN HYWET CO-COORDINATOR <i>Joan Virostek</i> 5422 Hudson Drive, Hudson, OH 44236 330-653-8428; E-Mail: None	
<i>George Strom</i> 646 Washington Avenue, Elyria, OH 44035 440-322-6608; E-Mail: GandMStrom@netzero.net	2012	STAN HYWET CO-COORDINATOR <i>Harry Wolk</i> 19655 Parklane Drive, Rocky River, OH 44116 440-331-4028; E-Mail: Hwolk28packard@aol.com	
<i>Margus Sweigard</i> 2800 Hemlock Drive, Willoughby, OH 44094 440-942-1647; E-Mail: margussweigard@gmail.com	2013	ADVISORY <i>Nick Crea</i> 14610 Westwood Drive, Novelty, OH 44072 440-338-1913; E-Mail: nickcrea@aol.com	

WEB SITE: www.orcca.com

Photo contributors this issue:

Joan Virostek, Gary Rosenthal,
Eric Butler, Bob Porter, Bill Buttriss

National Dues are \$60, payable CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Regional dues are \$20 single, or \$25 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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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 ORCCA 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

- July 10** Massillon: Garden Party & Tour, Schultz
- August TBA** Packard tour, Addams
- August 11-14** Columbus: Cadillac LaSalle National Meet
- August 21** AACA car show, Patterson Fruit Farm, Chesterland
- September 4** Berea: Oktoberfest, Fairgrounds, Kampers
- September 16-18** Canton: Grand Classic at Glenmoor C.C., Snyders
- October 16** S.W. Cleveland Fall Tour, Porter
- November 6 TBA** Annual Meeting, TBA, Platten
- December 11** Holiday Party, Tadero's Party Center, Akron Wolk/Golias
- January 4-7** Dallas / Ft. Worth, Annual Meeting

Back Cover

It's one Classic passing another! Dave Schultz' 1940 Cadillac reminding us of his and Jane's "Garden Tour" July 10, followed with an Amish countryside tour, and ending with lunch at the Glenmoor Country Club. Details inside.

Front Cover

Impressive 1932 L-29 Cord Limousine on 154" Duesenberg Chassis, seen at the Auburn-Cord-Duesenberg Automobile Museum, Auburn, Indiana

UPCOMING BOARD MEETINGS

July 11	Home of Jim Stecker
August 1	Home of Gary Rosenthal
September 12	Home of Norman Cangey
October 3	Home of Dave Heinrichs
November 6	Annual Meeting, Joe Platten, Location to be determined
December 11	Holiday Party, Harry Wolk/Bernie Golias

Director's Corner

Dear Fellow Car Enthusiasts,

I am very happy and humbled to be chosen again as your director. I will try together with our outstanding board, to help make our club an excellent and fun organization of which we all will be very proud to belong to.

We are planning many different types of exciting events and tours this year. If anybody has any comments or suggestions, please contact me or your board. We will be happy to hear from you and will respond immediately.

Our year started off with the outstanding annual Meeting in Palm Beach, Florida, which is mentioned in detail in the Northern Lights. I was pleased to represent our region at this meeting.

Good Touring!

Gary F Rosenthal,
Director

This year, I was privileged to represent the Ohio Region at the 2011 Annual Meeting at the Breakers Hotel in Palm Beach. The Florida region went all out to present what was probably one of the most spectacular annual meetings ever held. The hotel was plush, and situated on 140 acres of Florida oceanfront property. All kinds of water sports, tennis, golf and croquet were offered to the guests. The food which was served at our various functions was truly gourmet.

In addition to meetings for the general membership, the regions, the museum and the publications, we were able to visit five outstanding car collections. The first was the Munder collection, which featured outstanding American and European cars of every class. The next day we saw the fantastic Staluppi collection, which specialized in cars from the 1950s and 1960s, including the largest collection of Chrysler 300 convertibles. The following day we went to the Milhous collection which featured outstanding cars of many eras. In addition to cars, this collection included many unusual pipe organs, the most outstanding of which was a Wurlitzer, music boxes, and several orchestrions. And many took a ride on the working carousel, which was housed in the Milhous collection.

The next day, the collections visited included the Dr. Edward Dauer Museum, which contained both classic and non-classic General Motors cars, and the Packard Museum in Ft. Lauderdale.

Other activities enjoyed during our stay were a visit to the Flagler Museum, lunch at the Del Ray Beach Club and Testa's, one of the oldest restaurants in Palm Beach, and a cruise on the intercoastal waterway.

So, next year try to attend the annual meeting which will be held in Dallas in January 2012.



Sense of Place

First Place: Nancy Pound

"You can feel the cold," said judge Amy Sancetta of Nancy Pound's award-winning image taken in Yellowstone National Park.



Never let cold fingers be your excuse for missing the perfect shot. Nancy Pound captured her stunning image after the temperature in Yellowstone National Park "climbed" into the high teens. (When she and her husband arrived at the park a few days before, in early February, the thermometer read 44 below zero.)

She was on a snowmobile tour through the park when this lone coyote appeared on a snow bank, then jumped out of sight. The animal re-appeared a short while later, walking through 3-foot-deep snow.

Judges praised the photograph's ability to make them feel like putting on their coats.

The best photographs, said judge Amy Sancetta, appeal to more than a viewer's sense of sight. "Really effective photographs evoke another one of your senses," she said. "You can feel the cold."

Pound, recently retired, said Yellowstone is one of her favorite places to vacation – she's been there multiple times, all in winter, when the wildlife comes alive against the park's stark landscape.

She calls herself a purely amateur photographer and took the image with a point-and-shoot Panasonic camera. "I guess if you've taken enough photos, you get lucky," she joked.

She wins a four-night trip for two to Mexico's Riviera Maya region, courtesy of Apple Vacations and Barcelo Maya Beach & Caribe.

Article from the Cleveland Plain Dealer, May 29, 2011

Annual Meeting



"The Breakers"



Gary Rosenthal with Custom Lincoln



Dave Johnson's '42 Lincoln Continental



1948 Town and Country



Connie Stecker and the '30 Jordan



Bill and Chris Snyder with a Delage

Poor front suspension and steering performance are big problems in vintage cars. The tremendous loads most cars' front-ends are required to bear, when multiplied over several decades of use, result in excessive wear. This type of wear can cause erratic handling, and safety concerns.

Properly diagnosing the source of the problem is essential. If you know how to read symptoms, then you can narrow the possible causes down, and more easily locate the trouble spot.

Keep in mind that the same symptoms can frequently be caused by more than one problem. If you discover excessive wear in one part, look carefully at all of the other parts for comparable wear. Never assume that, because you found one bad part, that it was solely responsible for the problem(s) the car demonstrated.

Hard steering is a frequent problem in older cars, particularly those without power assist. Common causes of hard steering include low or uneven tire pressure, a steering-gear adjustment that's too tight, insufficient gear lubricant, incorrect wheel alignment or frozen king pins. Check the pressure of each tire, the steering-gear adjustment, and the gear-lube level first. If the problem persists, check the king pins, and have the wheel alignment measured and adjusted.

Excessive steering-system "play" is also common in vintage cars. This is usually caused by too much play in the steering gear, excessive wear in front-end parts (like tie rod ends, idler arms and steering linkages) or incorrectly-adjusted or worn wheel bearings. Try adjusting the steering gear and the wheel bearings first, since these are the easiest jobs to do. If that doesn't solve the problem, you will probably have to replace worn components.

A consistent pull to one side can be caused by low or uneven tire pressure, incorrect wheel alignment, improperly-adjusted wheel bearings, a bent steering knuckle or bent knuckle support, a bent chassis or a broken shock. A pull can also be caused by a misaligned rear axle or problems with a rear tire or wheel bearing.

Again, begin your diagnosis in the easiest place, by checking the tire pressure and wheel-bearing adjustment. If these are okay, have the wheel alignment checked. Then, carefully look for bent or damaged parts.

Erratic steering, when the brakes are applied, is one of the most nerve-racking problems that can be experienced with a vintage car. This can be caused by uneven tire pressure, oil or brake fluid on brake linings, brakes that are adjusted improperly, poor wheel alignment or excessive wear in some of the front-end components. A sloppy king pin or control-arm bushing, for example, can cause the wheel to dramatically shift when the brake is applied. Then, the load on the worn part changes direction.

A "wandering" front end is another problem that can turn a ride in your vintage tin into a nightmare. To locate the cause of this condition, look for low or uneven tire pressure, a too-loose adjustment or excessive wear in the steering gear, wear in the king pins, wear in steering-linkage parts, improper wheel alignment, a broken stabilizer link, a bind in a control arm shaft or broken shock absorbers. Also look at the rear of the car, for a shifted axle housing, a bind in the rear spring shackles or binding spring leaves.

Wandering often comes from a combination of problems. It is wise to give all components that may be contributing to the malady a check.

Wheel shimmy or hopping is usually caused by wheels, tires or brake drums that are out of balance, broken or worn shock absorbers, incorrectly adjusted or worn wheel bearings, low or uneven tire pressure, improper wheel alignment, a broken stabilizer link, an eccentric or bulging tire, worn steering knuckle busings or excessive wheel or tire run-out.

The best way to start diagnosing wheel shimmy is with a thorough evaluation of each wheel assembly. Measure and observe the wheel assembly. Measure and observe the wheel assembly as it rotates on a balance machine that functions with the wheel on the car. If all the wheel assemblies are balanced and concentric, you should carefully inspect other parts mentioned above for wear or defects that can cause front end shimmy.

Hopefully the information in this article will give you some guidance if your vintage car is not handling the way it should and is more of a headache than a joy when moving down the highway.

Proper front-end maintenance, and the making of necessary repairs, followed by periodic component inspections, ensures your old car performs safely and enjoyably whenever it's being driven down the open road.

AMERICA'S GREAT CLASSIC CARS DEFINED AN ERA, BUT THEY ARE VERY USABLE CARS THAT DON'T HAVE TO COST A MINT



Classic Car Club of America members have long treasured the elegant first generation 1940-48 Lincoln Continentals. Even so, Full Classic Continental Coupes such as the 1941 model depicted here are surprisingly affordable in today's market.

Suppose we gave you \$50,000 to shop for a nice, enjoyable Full Classic™ — one of those fine vintage cars recognized by the Classic Car Club of America (CCCA). Think you could find one? The answer is yes — if you do your homework and shop diligently.

Founded in 1952, the Classic Car Club of America is dedicated to "furthering the restoration and preservation of fine or unusual motor cars which were built between and including the years 1925 to 1948." The term Full Classic was trademarked by the CCCA to ensure its exclusive association with recognized cars. The designation can add value and prestige to CCCA-eligible automobiles.

The Full Classics here represent the best-of-the-best American cars built in the years surrounding World War II, from around 1938 to 1942 and from 1946 to 1947 or 1948 — the end date varies by make. For simplicity's sake, we'll call them later Full Classics.

A little bit of history ...

Large by today's standards, many later Full Classics were more compact than the massive chauffeur-driven coachbuilt masterpieces that ruled before and during the Great Depression. As the U.S. economy regained momentum during the late 1930s, demand grew for more nimble owner-driven luxury models. America's surviving premium brands responded with modernized models designed for the owner-driver of means. Hydraulic brakes, sealed beam headlamps and turn signals were the norm by 1941 — the year that Cadillac first offered its fully automatic Hydra-Matic transmission. Such features make the later Full Classics as roadworthy, in many respects, as cars built decades later.

Most affordable later Full Classics are top-line regular production models. Two-door coupes and fastbacks are much scarcer than corresponding four-door sedans and more valuable, although most are still considered affordable. Later Full Classic convertibles and special or coachbuilt closed models in very good or better condition are usually priced beyond our budget.



Chrysler Crown Imperials were large, well-equipped cars and the 1940-48 editions are now affordably full Classics (top, 1941 model). One of the last Full Classic Packards was the rare 1947 Super Clipper two-door Club Sedan (above).



COURTESY OF SIMONE MUSEUM (2)

Mercedes' (mainly based mechanically), the later Full Classics include some of the most reliable best-performing and enjoyable-to-drive cars embraced by the CCCA. Not that you should discount an earlier Classic; the CCCA's David Scoble reminds us that "there are also many very affordable and enjoyable Classics from the early Classes. It all comes down to the experience one is seeking from owning and driving a Classic automobile."

As an investment, having a later VCCA Full Classic might be compared to owning a relatively smaller and more affordable — but still exceptionally well-built — 19th-century revival home in a prestigious neighborhood of grandly scaled 18s and 19s Tudors.

Finding your later Full Classic

A combination of the current economic conditions and long-term CCCA members — or their estates — handing off their prized cars makes this a good time to obtain a later Full Classic at a relatively reasonable price.

Where to look? Ads in hobby publications are a time-honored resource. Affordable Classics may also turn up at almost any on-line car auction — to watch auctions and check online site catalogs. Sales associated with large collector events and auctions held in conjunction with major Concours usually include tempting later Full Classics; check out the Car Connoisseur swap meets, too. *Hemmings Motor News*, the *CCA Bulletin*, regional publications and Web sites include classified ads that may offer much-to-wanted cars coming out of long-term ownership. It's always best to check out a car you're considering in person, before committing to it. Hiring a professional appraiser to evaluate the vehicle is usually well worth the added cost.

Only certain premium-series models and/or model years are eligible for CCCA Full Classic status. You can check the qualified models on the Approved CCCA Classics list at classiccars.org/brand_classic_approved_classes.html.

Eligible Models and Years

1940-48 Chrysler Crown Imperial: Any edition (except 1940) can help you find the right one! It was the longest-lived Classic from the 1940s, with the Mercury, Pontiac and Chrysler in Grand Old Cars' category and with several American relatives. Chrysler's finest steel-bodied luxury cars, built by Chrysler's highest-end Buick division, it has a superb pedigree from 1936 to 1954 and has the reputation

• **1941-47 Cadillacs:** At the top of the list in terms of desirability and availability, these are the very cars of choice for collectors. Buick's 1941-42 Series 60 is the longest-lived late Series 60 if you want something different.

• **1940-47 Senior Series Packards:** Highly sought after by Museum Portfolio customers. In fact, among the best Full Classics in the Packard line, only six survived the war to come back to life.

• **1940-48 Lincoln Continentals:** Incredibly elegant and stylish, Lincoln's most prestigious model line with CCCA members' interest in it as a result of its status as the emblem of the world's most exclusive car society.

• **1936-42 Buick Series Limited and 1940 Series 60 Limited:** The late Series 60 Buicks have never been fully appreciated by CCCA members. This also means that you can find them in Classics!

• **1940-48 Chrysler Crown Imperial:** They find them with a vengeance! It makes sense that a lot of people who are serious collectors and enthusiasts are obsessively following the search for a 1941 Two-Door Super Continental. Be sure to check out the book *Chrysler Crown Imperials* at www.classiccars.org/classicbooks.html.

The sleek two-door fastback Cadillac V-8 Series 62 Club Sedans (below, 1946 model) and sporty Sixty Special Sedans (bottom left, 1939 model) are a couple of Full Classic favorites. Buick's big and powerful Limiteds from 1936-'42 are also desirable and affordable Full Classics (bottom right, 1936 model).



COURTESY OF SHAWNEE MUSEUM ©

Now, let's get to the specific later Full Classic cars and models most likely to be affordable:

1936-'48 Cadillac V-8 — Select Series

Full Classic Caddies are powered by a reliable, powerful and surprisingly simple L-head Cadillac V-8. These include the sleek 1940-'47 Series 62 sedans and coupes, 1941-'42 Series 63 sedans, and the much admired but still usually affordable 1938-'47 Series 60 Special sport sedans. The only Full Classic 1948 production Cadillacs are Series 75 models, the last to retain derivative pre-WWII styling. The CCCA does not recognize price-leader 1936-'47 Cadillac Series 60 and 61 models, or 1934-'40 LaSalle "junior Cadillacs."

1940-'47 Senior Series Packards

During the later Full Classic era, Packard offered Senior and Junior lines. The premium-grade Senior models are Full Classics, while Junior six-cylinder and regular eight-cylinder lines, including "120" and low-line Clipper series, are not.

1940-'48 Lincoln Continental V-12

CCCA members have avidly collected 1940-'48 Lincoln Continentals for decades. Numerous Hollywood celebrities owned these impressive boulevard cruisers new, and the cars that originated the "Continental kit" still turn heads.

Continental Coupes, especially the postwar models, can be bought for less than you might think, thanks in part to a relatively high survival rate. Avoid modified cars, especially Continentals without the original V12.

1936-'42 Buick Series 90 Limited, 1940 Series 80 Limited

Buick's largest and most expensive cars between 1931 and 1942 were the Full Classic Series 90 models. In 1936, a new and spirited OHV straight-eight engine and other improvements took Series 90-Limited performance to a new level. The 1936-'40 Limited sedans and limousines are large automobiles, but they make excellent tour cars — as do the slightly smaller 1940 Series 80 Limiteds that are also Classics. Limiteds from 1941-'1942 are especially sleek large cars, powered by a dual-carbureted Hirschell Eight engine.

1940-'48 Chrysler Crown Imperial

Chrysler's 145.5-inch wheelbase 1940-'48 Crown Imperial sedans and limousines were powered by a great inline L-head eight engine and were well-engineered fine cars. The 1941-only shorter wheelbase Crown Imperial Town Special Sedan was an intriguing one-year wonder.

For more tips about buying and driving pre- and post-World War II later Full Classics, visit hagerty.com/fullclassics.

TECH TALK REPRINT: THE STATE OF ANTIFREEZE

by Josh B. Mills

From Auburn Cord Duesenberg Club Newsletter, Vol LVIII, Number 8, 2010

If you live in an area where the temperature never drops below freezing don't put anti-freeze in your radiator. Just add an anti-corrosion product to water. (I use No-Rosion.) If your tap water is soft, use that. If not, bottled drinking water from the supermarket is good. (Avoid "designer" waters; they have minerals added.)

If freezing temperatures occur in your hometown, it is important to pay attention to the current state of anti-freeze technology.

The material below has been adapted from several sources. Writing in the SGA Tourer Bill Kennedy, Technical VP of the (Rolls-Royce) Silver Ghost Association offers us the succinct warning that starts off this column. Derek J. Harris more elaborately defines the several additive technologies in *The Flying Lady*, the magazine of the Rolls-Royce Owner's Club.

I. Important warning regarding antifreeze

by Bill Kennedy (Reprinted from the SGA Tourer, Copyright 2010, Bill Kennedy.)

NO OATS!

1. Use only IAT inhibited antifreeze. That means "Inorganic Additive Technology".
2. You cannot tell by the color.
3. You cannot tell by the type. Both ethylene glycol and propylene glycol could have either technology.
4. IAT may be called 'conventionally inhibited', but you really should know for sure before you pour it in.
5. You cannot tell by statements on the container about suitability for 'older cars'.
6. You cannot tell by the service life stated (although it will generally be longer for OAT fluids – they may state 'extended service').
7. Similarly, do not use NOAT or HOAT technology fluids.

Why? OAT and its related fluids were designed to have a longer service life than that of IAT coolants. Unfortunately that came with a set of bad side affects. Read more below.

Remember, NO OATS!

II. Details about antifreeze in 2010

by Derek J. Harris

This note recently appeared on the website for Enthusiasts of Rolls-Royce and Bentley Motor Cars (www.rrbew.co.uk).

This is a dire warning concerning the change of formulae in various antifreeze products. Manufacturers have quietly moved to the new Organic Acid Technology (OAT) from the old Inorganic Additive Technology (IAT). That's fine for modern-day cars but in most cases the antifreeze is totally unsuitable to our types of cars and their ages. Unless the antifreeze is specifically stated as IAT, you need to check with the manufacturer's technical department. Whilst manufacturers say that the new technology is suitable for old cars, their definition of old means ten years.

There was also the story from (RR) Phantom III expert Stephie Boddice in the UK. Wanting to replace his two-year-old fluid Stephie bought new antifreeze for his PH I. His usual brand was out of stock so he bought the new "advanced" formula. It came with no warning of danger, saying it was suitable for old cars. Four weeks later he found pools of antifreeze under his car. Five months later he had a meeting with the National Technical Manager of the "advanced" coolant manufacturer. He was categorical in his statement that this "technology" is inappropriate for use in any Rolls-Royce or Bentley engine other than the latest Bentley GT and Goodwood Phantoms; no "ifs" and/or "buts"!

It turns out that "advanced" and "long-life" coolants are manufactured using an Organic Acid Technology (OAT) corrosion-inhibitor pack. The previous antifreeze used an Inorganic Additive Technology (IAT). Evidence supplied to the retailer by the manufacturer admits that the OAT-inhibited coolant is known to cause leak problems even in engines that do not use wet liners. The major fault with the inhibitor is that it attacks, amongst other things, lead-based products (solder, babbitt), some yellow metals (cam bearings, radiators) and conventional gaskets and packing materials.

The conclusion: do not use OAT-inhibited coolant in your 20th century engine!

Inorganic Additive Technology (IAT) is the chemical composition for the traditional antifreezes that are blue in color in the UK and green in the US. An IAT can be used with either ethylene glycol (EG) or propylene glycol (PG). The normal IAT service life is two years or 30,000 miles. In the USA antifreeze with IAT is often called "conventionally-inhibited".

Organic Acid Technology (OAT) was the first long-life/extended-life antifreeze. OAT can be either EG or PG but is mostly EG-based. It was introduced in an effort to reduce maintenance costs, downtime and environmental disposal costs and issues. With the introduction of this totally new concept, antifreeze manufacturers wanted to differentiate this new product from existing antifreezes. To accomplish this, they introduced different colored dyes for their long-life/extended-life products. Orange and red dyes were used first. These dye colors are still used by GM and Caterpillar. Now it appears there may be virtually no limit to the different dye colors: green, pink and blue have been added to the list of available OAT antifreezes. It is recommended that OAT not be mixed with any other antifreeze technology. The normal OAT antifreeze service life is five years or 150,000 miles.

Hybrid Organic Acid Technology (HOAT) is a combination of IAT and OAT with nitrates added. This makes HOAT suitable for use in both light-duty and heavy-duty systems. Currently, two manufacturers are using HOAT for their vehicles. The Daimler-Benz version is dyed orange and contains 10% recycled antifreeze. Ford Motor Company's version is dyed yellow and does not contain any recycled antifreeze. Both of these HOAT antifreezes use the marketing designator G0-5. They are compatible with each other but mixing them with IAT or OAT is not recommended. The normal HOAT antifreeze service life is five years or 150,000 miles.

Nitrated Organic Acid Technology (NOAT) is an OAT with nitrates added. This makes NOAT suitable for

HOAT are very similar in performance characteristics. The normal NOAT service life is five years or 150,000 miles.

The color of antifreeze is no longer an accurate indicator as to whether it is an IAT, OAT, HOAT or NOAT formulation. There are currently at least two oranges, two reds, green, dark green, yellow, blue, blue-green, clear and pink dye colors available. Further, some antifreeze manufacturers market "universal" antifreeze they say is compatible with all OAT, HOAT and NOAT formulations. These "universal" formulas are not for use with IAT and they will not convert an IAT to a long-life or extended-life antifreeze.

The editor contacted the technical departments of four manufacturers of antifreeze regarding the additive package in their products.

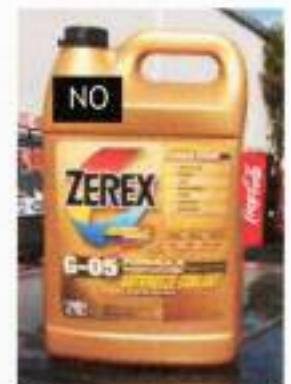
Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

Peak says that their Peak Antifreeze and Coolant is an IAT formula. The container is blue. It is important that it NOT say "Long Life". Peak's Sierra brand is propylene-glycol, for those who prefer that. It too uses an IAT formula.

Prestone says that ALL their current antifreezes are OAT formulas. Do not use Prestone antifreeze in your pre-war classic car.

Sta-Clean Antifreeze, manufactured in Bakersfield, California uses IAT technology. Sta-Clean is a Propylene Glycol formula. The company has been in business for 50 years.

Reprinted, by permission, from the Auburn-Cord-Duesenberg Club Newsletter. Parts of this article were adapted from the SGA Tourer, a publication of the Silver Ghost Association (Copyright 2010 Bill Kennedy).



WHERE IS IT NOW ?

By Bill Buttriss

Turn the clock back to 1962. An old car enthusiast like myself told me about an interesting car for sale by sealed bid in Cleveland. It seems this car had been hidden in a warehouse for 28 years and forgotten. The gentleman who owned the warehouse had died, and the new owner decided to do some remodeling. To the great surprise of the workers when they tore a wall down, there sat a 1931 Willys Knight model 66B touring car! Other than the 28 years of dust, the car was in remarkably good condition.

Amazingly, the engine was not frozen. I must mention that the car was powered by a sleeve valve six cylinder engine, which to those of you who know, means that there are no normal intake or exhaust valves like the cars of today. The body on the car looked unusual, and that possibly it was of custom coachwork. Here is the story.

In 1931 the then owner of the Cleveland Flux Company wanted to buy a new car. He decided on a new Willys coupe. The car was used for a number of years successfully.

One evening while at a party, the owner was approached by the then head of the Baker Raulang Company of Cleveland, who said, "Cliff, you've been driving that stodgy old coupe around long enough. I've got a deal for you," or words to that effect.

Baker Raulang was not only the manufacturer of electric vehicles, but also the maker of fine custom coachwork for automobiles. One of the automobiles was the short-lived Ruxton. The Ruxton was a front wheel drive car with a very low profile because the frame was under the axles. It was only 53 inches tall. In their short span of construction, only three touring cars were made.

Baker Raulang furnished the three touring bodies to Ruxton, but they had made four. All this time the one remaining touring body was taking up space at the factory. It was offered to be installed on the frame of the Willys for \$600, which in depression times was a fair amount of money. There would only be one 1931 Ruxton bodied Willys Knight! The deal was struck. Nothing more is known about the car until it surfaced in 1962.

I wrote down \$400 on a sheet of paper with my name and address, and sent it to the company. To my surprise, I was the high bidder, and the car was to be mine. I went to the warehouse, check in hand, to retrieve the Willys. At the time, I owned a tow bar, and figured that I would be able to hitch up the car and drag it home. With the car attached, I started out the door. At the street I made a left turn, but the car did not. Apparently the steering was stiff and the wheels would not track the way I was going. Bad news, as the bumper was bent quite badly. I suppose it could have been worse.

Finally, the Willys was in my garage, and I started going over it. What a machine! The body was in excellent shape, but the leather interior was dried and cracked. There was a trunk on the rear, and dual side mounts. The wood spoke artillery wheels had 1930s whitewalls with the area between the white

wall and tread filled with a series of black "x"s. Those tires were Miller Falls, made in Akron.

A Knight patent sleeve valve engine is very different to work on. The piston rides up and down inside a cast iron sleeve or tube and that sleeve rides up and down inside of an outer sleeve. When ports in the sleeves on one side of the engine line up, the air-gas mix enters the cylinder and fires. When ports on the opposite side of the engine line up, the exhaust leaves the cylinder. This arrangement of lots of moving parts in an engine requires a lot of lubrication, so there is an upper cylinder unit to take care of this. It is said that when a Willys Knight engine stops smoking, you're in trouble. When I finally got the machine running, it belched volumes of blue smoke, proving that the saying was right. Knight engines, because there are no valves, are very quiet running, and thus are known as "silent Knights".

The only problem with the engine was the loud clicking it was making. It would be necessary to open it up. One sleeve was quite worn, and would have to be replaced. Where do you find a sleeve in 1962 from an obscure engine from the early '30s?

In telling a mechanic friend of my problem, he said that five years previously, he remembered seeing in an old junk yard shed in Castalia, Ohio, a table of Knight sleeves on it. The problem was, he wasn't sure how to find it. I spent a lot of time driving around the Castalia area and luckily found the place. The owner thought the shed was still around, but hadn't been back in that area for a couple of years. I tromped back, and found it! After cleaning away lots of brush, I was able to open the door. There in the dim light was the table, and yes, there were the sleeves. What luck!

After much work and adjusting and cleaning, the old girl was working and smoking good. It was time to think about a possible restoration of the machine.

Then reality hit. At age 27, an old car wasn't what I should be getting involved in. I'd met this girl I really liked, and we were talking of marriage, even having set the date. A decision was made to sell the car and use the money for a honeymoon in Florida. It was reluctantly sold to a Cleveland Chrysler salesman, with all the supporting documents substantiating the body change, for \$600.

The gentleman who bought my car had some work done on it, but sold it some time later to a collector who lived east of Cleveland. For me this was the last known whereabouts of the Willys for many years.

In the 1980s I was attending the Fall Hershey car meet. One day I had occasion to be walking around the Hershey stadium parking lot, when I noticed what looked like blue exhaust smoke in the far corner of the lot. Can you believe, there was the Willys tooling around the lot! Like an idiot, I was running around trying to catch up with the car. Having caught the attention of the driver, he stopped. I introduced myself as an earlier owner of the car. I couldn't convince him that his car

and mine were one and the same. His Willys was reported to be a one-off automobile from a Paris automobile show of the 1930s!

I'll never be convinced of the authenticity of his story. The body of that car seemed exactly the same as a Ruxton touring body. Knowing that there were only three Ruxton touring cars and one left over body from the Baker Raulang Company, what other possible answer could there be?

I'm deeply indebted to two people who made the telling of this story possible: my nephew Bert Buttriss Jr., for finding

the only slide picture of the car, and having a print made, and editor Bob Porter for suggesting that I make this story known. My everlasting thanks, guys.

It was the late great Paul Harvey who said "...and now the rest of the story." In this case, the "rest of the story" has yet to be told. Out there resides this automobile. Its' story will then be complete with the true facts of the great 1931 Willys Knight custom Ruxton bodied touring car.

ED. NOTE: Members may remember Bill Buttriss as the man who kept the cars running for Bill Kranz.



MARCH 20th THEATER PARTY

By Joan Virostek

"The Ladies Man" a delightful French farce, was enjoyed on a Sunday afternoon in March by a group of our members. Mistaken identities, hasty exits and witty wordplay had us laughing throughout the play. The production company, Actors' Summit, is now located in the beautifully restored Graystone Hall in Akron. It's a wonderful facility with ample parking. Dinner at Bricco's, a lovely restaurant in Akron, was enjoyed by members: Gail and Jim Cowin, Jane and Mike Dube, Joan and Rudi Kamper, David Miller, Jenny and Steve Perry, Bob Porter, Marcia and Gary Rosenthal, Diane and Al Truelson and Joan Virostek.



*Dinner after Theater Party March 2011 at Bricco's Restaurant, Akron
Bob Porter, Steve & Jenny Perry, Diane Truelson, David Miller*



"The Ladies' Man" set with multiple doors



The Perrys, David Miller, the Dubes.



Jane Dube, the Kampers, Rosenthals, Joan Virostek, Cowins, Perrys, Diane Truelson



The Rosenthals, Joan Virostek, the Cowins, the Perrys



Marcia Rosenthal, Gary Rosenthal, Joan Kamper, Rudi Kamper, Jane Dube

How to Close A Car Door

From Unsigned Member

I constantly see and hear people close car doors with the force necessary to throw a discus across Lake Erie. I cringe, especially if it's my door.

This is really not required. Damage to the door and surrounding trim may result. The inertia of the heavy piece of glass inside the door can loosen and break the guide channels, resulting in rattles of broken glass.

This can be avoided by holding the door about four to six inches away from the jamb, give the door a firm pull (or push) until it closes. Do not let go! If you push it and let go, the door will bounce off the weatherstrip, fly open, or catch on the safety stop. With a little practice, you can become very adept at closing car doors without "slamming". We car owners will appreciate it!

INDIANA TOUR

By Bob Porter

Although the trip to Indiana April 1-May was heavily advertised, not enough people signed up for the bus. That meant either canceling the tour or driving ourselves. We decided on the latter, so a number of people doubled up, and we drove modern.

The first stop was the Hudson Museum in Shipshewana. This is an impressive collection of 50+ Hudsons, a number of which are Classics. Many if not most of them are owned by Eldon Hostetler, the rest are on loan. They are housed in a modern building with a hotel next door. We were supplied with box lunches in an area of the museum.

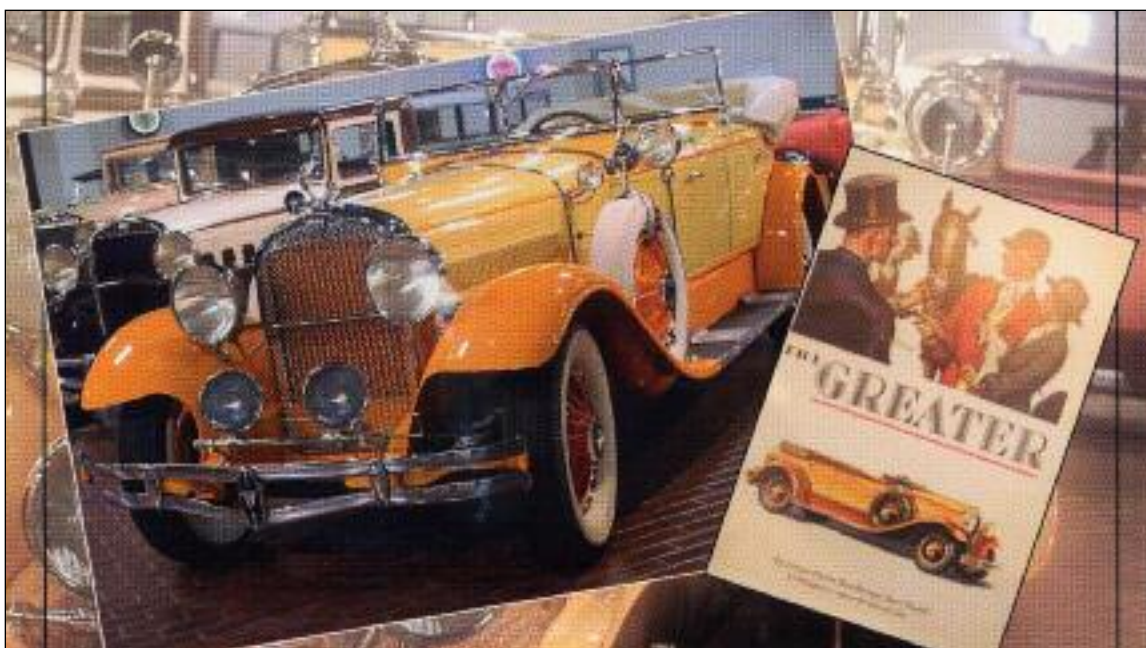
When we finished, we drove the hour trip to Auburn, where we stayed at the (formerly) Auburn Inn, which is now a Quality Inn. Same service, price, nice continental breakfast, and warm cookies and milk at

night! That night we ate at the Bridgewater Country Club, a very nice venue.

Sunday morning found us at the Kruse Military Museum and personal vehicle museum at 9 A.M. When finished there, we went to the nearby Auburn-Cord-Duesenberg Automobile Museum, where it was lunch time again. This time there was a buffet set up for us in an out-of-the-way area, but the cars were still visible.

After getting our fill of A-C-D cars (does one ever?), we toured the NATMUS (National Automotive and Truck Museum) just to the rear. That museum had a little of everything, starting with a row of Auburns. Lots of cars and trucks of the '40's-60's.

We left for home as it started to drizzle. It was a fun trip, one that those who missed it might want to do on their own.





Docent giving talk



INDIANA TOUR *continued*

– NATMUS Museum –



– A-C-D Automobile Museum –



– Kruse Museums –



The Browns, Truelsons, and Joe Platten



Two New Additions

Dave Johnson recently acquired two new Classics to his growing collection. The first was a beautiful 1942 Lincoln Cabriolet. It was previously owned by Marsh Belden. Dave took it to the National Meet in Florida this year, and then drove it over 1000 miles with no problems.

His second acquisition is a 1946 Chrysler Town and Country convertible. David expanded his knowledge by learning how to drive a car with Fluid Drive! As you can tell, "Blue", the dog, likes them both.





The Southern Spring Caravan “A Celebration of Early Classics”

By Joan Virostek

The Southern Spring Caravan “A Celebration of Early Classics” was held in March in Thomasville, Georgia. The tour coordinators, Chris and Bill Snyder, did a fabulous job of planning this caravan. It was a hub tour based in the charming town of Thomasville, but our travels took us to Florida and back several times.

Our travels took us first to Wakulla Springs, Florida (the deepest springs in Florida). We had a boat cruise on the river where alligators, manatees, turtles and native birds made their home. A beautiful tropical jungle. What a surprise and a pleasure to see and enjoy!

The Tallahassee Automobile Museum had so much to see we could have spent days there! They have the oldest surviving auto in America, a 1894 Duryea and a 1860 Horse Drawn Hearse reported to have carried Abraham Lincoln (in his coffin, of course!).

Pebble Hill Plantation was another highlight of the tour. It is the only plantation of it’s kind open to the public. In the late 1800s, Thomasville was a winter destination for wealthy northerners. In the 1820s, Pebble Hill Plantation was built and was a winter home to the famous Hanna family of Cleveland. The last family member to live there left an endowment so the estate would be cared for and enjoyed by all of us.

We visited the Maule Aircraft Corporation, which is the third largest producer of single engine aircraft in the country. They are well known for the STOL (short takeoff and landing) aircraft which Mr. Maule developed in 1952. We toured their facility and had a first-hand look at aircraft as they were being built

We were also privileged to tour the National High Magnetic Field Laboratory which is run by the University of Florida. They design and build magnets and also work on highly specialized experimental techniques for use in many fields of science. This facility is the only one of its kind in the Western Hemisphere.

Although I only mentioned one car collection, we saw a number of them in beautiful garages and large and not so large buildings, and all of them were well worth the time spent enjoying them.

As much as I appreciate the work Bill Snyder did in planning this event, when it came right down to the details and fine tuning of the tour, Chris Snyder is the BEST! Thanks Chris for an unforgettable tour.



Maule Aircraft Corporation



Bill Fields and his 1925 Franklin



At Tea Room in Havana, Florida-Gail & Jim Cowin



John & Barbara Ann Kafalonitis

Tour to Millersburg, Ohio

May 22, 2011

By Mike Dube

The sky certainly looked questionable early, but the weather gods smiled on us, as other than a few early sprinkles, our day was pretty much rain free. Participants gathered early at the Panera Bread location in Wadsworth for coffee, something to nosh and the customary tire kicking.

From Wadsworth, our first stop of the day was a short jaunt down the road to the Orrville Railroad Historical Society located in the historic 1868 former Pennsylvania RR station in downtown Orrville. There, Roger Scott regaled us with tales of local railroading while we wandered among the many artifacts.

From here, we traveled about an hour through scenic hill and dale Amish countryside to our next stop and highlight of the trip: the Victorian House Museum in Millersburg. The museum, listed on the National Register of Historic Places, is a wonderful Queen Anne Victorian house built in 1902 by L.H. Brightman, a turn of the century industrialist from Cleveland, Ohio. Brightman, his wife and eight of their twelve children only lived there a few years, as by 1907, it was serving as a sanitarium. In 1909, businessman L.C. Lee purchased it. Lee's youngest daughter lived there (in just two rooms!), until 1971. When the Holmes County Historical Society acquired the site some years later, they discovered the original fine inlaid wood floors under years of soot accumulation from wood heating and the many fine original features of the home, neglected but largely intact.

Our next stop was at the historic Hotel Millersburg where we enjoyed a buffet lunch with all the trimmings. The hotel, constructed in 1847, also listed on the National Register of Historic Places, is Millersburg's oldest large building. While renovated a few times through the years (most recently in 2006) and a fully functioning hotel, restaurant and bar, it retains many original features. After lunch, a few of us found time to wander through some of the many antique shops that dot the downtown area.

Next on our tour was the Ken Miller Oil, Gas, Car and Truck Museum in Shreve. Begun by the late Ken Miller of the Ken Miller Supply Co. of Wooster, Ohio, it is now under the auspices of the County Line Historical Society. The museum includes a large indoor and outdoor collection of oil and gas industry machinery, tools, photos and displays along with a unique selection of early cars, trucks and tractors. It was quite hot inside the buildings, as nobody anticipated the unseasonably warm temperature and the covers were still on the large fans. Even so, this was quite a treat for fans of things mechanical.

Our final stop was about a mile or so up the road at the Pine Tree Barn. The Barn, located on a 150 acre Christmas Tree farm, now houses a huge gallery of gifts and collectables, an interior and fine furnishings salon and a great restaurant for lunch, all overlooking the Killbuck Marsh. We noticed that most of the guys took the opportunity to have a seat while the ladies shopped.

Jane and I had a lot of fun planning this one and hope you did too!

Tour Attendees:

Gary & Marcia Rosenthal, 1941 Cadillac 60

Jim & Dorothy Battenhouse, 1978 Ford Fairmont N/C

Jerry & Jean Gentner, 1937 Cadillac 65

Eric Butler

Judy Kellar & Krickett (Eric's guests)

Bill & Chris Snyder, 1941 Cadillac 62

Bob Porter, 1960 Lincoln N/C

David & Jane Schultz, 1931 Lincoln

Al & Diane Truelson, 1946 Cadillac 60

Dave & Dawn Heinrichs, BMW m/c N/C

Bob & Diane Brown, 1941 Cadillac 60

Mike & Jane Dube with guests Ruth & Son,
Carl Diezman, 1954 Buick Century N/C

Joan Virostek

David Miller, 1980 Oldsmobile 98 N/C

Phillip Masters

Jim & Gail Cowin

Allan Warner & guest Rita Feess

Sally Sinclair & Michael Quigley

Larry & Susan Pitts, 1950 Cadillac N/C

MILLERSBURG TOUR *continued*



The Railroad Museum in Orrville



Lunch in Millersburg



Millers' '80 Olds 98 (NC), Porter's '60 Lincoln (NC)



Diezman's '54 Buick (NC) with Rosenthal's '41 Cadillac



Gentner's '37 Cadillac and Schultz' 1931 Lincoln



Pitts' '50 Cadillac (NC) and Battenhouse's '78 Ford Fairmount (NC)



Snyder's 1941 Cadillac



Brown's '41 Cadillac

MILLERSBURG TOUR *continued*



Victorian House Museum, Millersburg



County Courthouse



Dining Room of Victorian Mansion



*Miller Oil & Gas Museum
Early Gas Pumps*



The Parlor



Miller Oil and Gas Museum



1916 White

OR-CCCA "Garden Tour" set for Sunday, July 10



David and Jane Schultz will host a "Garden Tour" on Sunday, July 10.

The tour will begin at their home in Massillon, which was designed by architect Herman Albrecht and built in 1929-30 in a neighborhood known as Chestnut Hill. The home features an English Garden created as a perennial and rose garden as well as an herb garden. The surrounding areas of the yard contain woodland plants. Tour participants will meet there at **10 a.m.** for a continental breakfast that will include coffee, tea, orange juice and scones.

The tour will depart the Schultz residence at approximately 11 a.m. for an enjoyable tour of picturesque Ohio countryside not seen by many tourists. The tour will arrive at Quailcrest Farm (about five miles north of Wooster) around 12 noon.

Quailcrest Farm is well-known throughout Ohio for its herbs, perennials, old roses, flowering shrubs and scented geraniums for the serious and hobby gardener. They offer a wealth of gardening information and ideas as well as eclectic shopping, relaxing gardens, woods for wandering--plus an assortment of dogs and cats, sunshine and fresh air.

The last stop of the tour will be historic Glenmoor Country Club, near Canton, Ohio where a delicious lunch will be served at 2 p.m. All Classics may be parked on the club's front lawn.

"In an effort to encourage driving a Classic automobile on this tour there'll be a little surprise for members who do so," said David Schultz. "Our goal is to provide a relaxing day, an interesting tour and a fine meal--an enjoyable day for everyone."

Cost of the tour is \$31, which includes dinner at Glenmoor Country Club and the continental breakfast.

Number of members in party @\$31 each ___ Non-members @ \$35 ___ Total enclosed _____

Name: _____

Please make check payable to "Ohio Region-Classic Car Club of America" and mail by July 1 to:

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