

Northern Lights

Ohio Region
Classic Car Club of America



Volume 58-1

Spring 2012



1925 Rolls Royce Silver Ghost

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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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

- March 11** Bob Jones Car Collection and lunch
JV/MS, Akron
- April 1** Theater party and dinner/Joan Virostek,
Akron
- May 19** Tour/Sawmill Creek/Stroms, Huron
- May 31** Malabar Farm/Joan Kamper, Mansfield
- June 17** Stan Hywet Car Show, Akron
Rain date 6/24
- July 6-8** Dublin weekender and show/
Dave Timmons, Columbus
- August 5** White Elephant sale and picnic/
Sweigards, Willoughby
- Sept. 1** Oktoberfest/Kampers, Berea
- Sept. 14-16** Glenmoor Gathering, Canton
- Oct. 7** Clam Bake/Snyders/Truelsons, Hudson
- Nov. 4** Annual Meeting/Joe Platten
- Dec. 9** Holiday Party

Director's Corner

Greetings to new and old members. Our annual meeting is now over. As we start our new term, 2011-2012, I would like to thank the old board, it's been great working with you. You have shown so much dedication and voluntarism that I believe we have had a very successful and fun year with many outstanding events, thanks to one and all. Now I am so happy to be working with our new board.

As you can see, this year we have many exciting events planned. They include a holiday party, a theater party, of course Stan Hywet, a weekend and show participation in Dublin, Ohio, another white elephant sale/picnic, Oktoberfest, a clambake and many more. So you see your car club will try to plan events for everyone. Please try to attend as many as you can. Also, bring your classic if available.

I am always available to hear any suggestions or concerns. Please be active and you will enjoy not only our terrific events, but also the camaraderie of fellow club members.

Also as a club member you will receive our award-winning periodicals. Good luck and safe driving.

Gary F Rosenthal,
Director

UPCOMING BOARD MEETINGS

March 5	Dave Heinrichs
April 9	Jim Battenhouse
May 7	Bob Porter
June 4	Joe Platten
July 2	Margus Sweigard
August 6	Gary Rosenthal
September 10	Harry Wolk
October 1	Norm Cangey
November 6	Annual Meeting
December 3	Joan Kamper

Oktoberfest, Sept. 3, Berea

Berea's Oktoberfest weekend was the chance to have our annual ORCCCA sponsored car show on Saturday, September 3rd. This is a very laid back show, with attendees bringing most anything vehicle-wise. The dozen or so VW campers were there again, too, from times past. Allan Warner's 1930 Cadillac convertible took Best in Show. Thanks to the Kampers and Heinrichs for setting it up.



Norm Cangey's 1930 Marmon

"classic" T-Birds



Bob and Diane Brown's '42 Packard



Bob Porter's 1960 Lincoln Continental (NC)



Allen Warner's 1930 Cadillac

Kernel Knowledge: One man on a mission to show how ethanol is wrecking your engine.

To leave one of Ed Syrocki's standing-room-only ethanol education seminars is to go home amazed, enlightened, and probably a little upset. Syrocki doesn't just claim ethanol destroys fuel lines, wrecks fuel pumps and clogs accelerators—he lets you see the damage for yourself. Find out why Syrocki is on a one-man grassroots campaign to educate historic vehicle owners about the damage ethanol fuel is doing to their engines.

Ed Syrocki just might be the only mechanic in America who's tired of getting paid for his work.

"It's about my reputation—my ability to fix an engine," says the owner of EMS Classic Car Care of Warren, Michigan. "It's being called into question because of things I can't control."

What Syrocki can't control is what ethanol-blended fuel does to his customers' engines. Since 1998, Syrocki has specialized in repairing and maintaining all types of historic vehicles.

"From Corvairs to Lamborghinis," he says. "We don't specialize in restoration. We specialize in making these cars run, and run well."

Syrocki is plain-spoken and modest about the quality of his work, but the constant parade of customers who travel far and wide to his Warren, Michigan, garage are testament to his integrity and reputation. Since founding EMS Classic Car Care in 1998, feature stories have appeared in a number of automotive magazines and national newspapers. Customers have gone on to present cars at the Meadow Brook Concours and other top shows and concours.

Despite the wheelchair and crutches he has used since contracting polio in 1957, Syrocki can be found working under

the hood almost every day of the week. But these days, he says, most of his hours seem to be spent diagnosing engine problems caused by ethanol-blended fuel.

MORE TIME, MORE REPAIRS

Ethanol—a blend of ethyl alcohol and gasoline (usually 10 percent ethanol, known as E10)—acts as a solvent that is believed to cause problems for older cars with engines not designed for this type of fuel.

"In the past three years, work on fuel-related repairs has more than doubled," he says. "Gas tanks, floats going bad, fuel pumps, carburetors—where it used to be that most of our work was related to other mechanical problems, now three days every week is spent working on cars with fuel systems damaged by ethanol-blended fuel."

Since founding the company, Syrocki has always made follow-up calls to customers after their car left his shop to see how the vehicle was performing.

"But people started calling me and saying the same problem was back," he says. "And it wasn't just after a long winter 'sitting period' when the car was left in the garage. I found that E10 damage to a vehicle's fuel systems can begin if the car is left to sit only a few weeks. Based on what I see, I believe that with E15 the damage would be almost instantaneous."



Jerry & Jean Gentner's '37 Cadillac

Kernal Knowledge . . . *continued*

IN THE TRENCHES

For the last three years, Syrocki has collected cracked and damaged fuel system parts. He's conducted his own fuel tests. When a customer would reappear complaining of the same engine trouble over and over again, Syrocki took the time to show them gas samples so they could see ethanol fuel separation. He tore apart gas tanks and cut open damaged fuel lines to show the effects of ethanol. Then he also told customers what they could do to prevent the damage in the future:

"Use a soy-based fuel additive," he says (Syrocki recommends Shaeffer Oil's Soy Ultra, which encapsulates the damaging water molecules ethanol fuel attracts). "Never let the vehicle sit without topping off the tank and keep your fingers crossed."

Finally, one Saturday this past July, Syrocki decided to take his findings and his message to the masses. He opened his garage and on the night of his first free slide show and three-hour presentation, every one of the 200 chairs in the place was full.

ETHANOL SHOW-AND-TELL

"I'm just a mechanic who fixes this stuff," he says. "I'm not a scientist, but people were spellbound. The seminar is like a show-and-tell."

Syrocki does for a room full of people what he used to do for customers, one at a time. He's conducted three ethanol education

seminars for historic vehicle enthusiasts this summer and is planning more.

"I'm volunteering all my time because ethanol is just wrong," he says, adding that he has yet to find a sure-fire cure to help historic vehicle owners completely protect their investment. "I tell people to contact their senators and demand that we just get rid of it."

With government subsidies and farmers making money on corn grown for fuel, Syrocki understands that ethanol might never go away. In the meantime, he'd be happy to see states be able to opt out of using ethanol fuel or simply to see a lonely pump in the corner of every filling station that serves up pure unleaded fuel.

"I understand the market of those in the business of ethanol. I have a market for repairs," says Syrocki. "I just don't believe in letting damage happen on the backs of others. And I don't like having to do the same job twice."

The Historic Vehicle Association has already assisted Ed Syrocki in providing ethanol education materials, information on how to contact lawmakers, sample letters from individuals and clubs to congress and direction on how to sign our EthaNo Petition. To find out how you can attend the next ethanol education seminar hosted by Syrocki should contact him through his website <http://emsccc.webs.com/>.

Crawford's Minerva Has Colorful History

By Christopher J. Dawson • Curator of Urban and Industrial History

No matter where in the museum it's placed, the 1929 Minerva always draws a crowd, and everyone walks away impressed with the giant car. But that's understandable. Among the largest of all the world's automobiles, this car also has one of the best stories of any of the Crawford Museum's cars. The 1929 Minerva was custom constructed for an interesting character named Pierre Arnold Bernard of Nyack, New York. Calling himself "Oom the Omnipotent" and proclaiming himself a doctor, he was a religious cult leader in the early part of the 20th century. In actuality, he was really Peter Coon, born in Iowa in 1875. He later told people he had studied with mystics in India, but he really was a barber. After meeting a man who convinced him that there was more money to be made in fleecing the public's money rather than their hair, the two started "The Bacchante Academy" in San Francisco in 1905, dedicated to teaching young women hypnotism and "soul charming." At this time Peter Coon renamed himself "Oom the Omnipotent," which made him sound even more mystical and impressive. The 1906 San Francisco earthquake put the Academy out of business, and "Oom" moved to Seattle, added the name Pierre Arnold Bernard, and created an organization called "The Tantrik Order of America."

In 1910, "Oom" relocated to New York, and opened the "New York Sanskrit College." He later married Blanche DeVries, who not only was an accomplished yoga practitioner but also an exotic dancer. With her help, not only in his study of yoga, but also with her friendship with a number of wealthy young women who were interested in yoga, "Oom" soon became a specialist in yoga and tantra. Soon a number of wealthy women flocked to his "school," including the wife of William K. Vanderbilt, one of America's wealthiest men. Mrs. Vanderbilt was so taken with "Oom" and his exercise that she helped fund his purchase of a 78-acre estate in Nyack, and soon joined his "Mystic Order of the Tantriks of India," along with her daughters.



With Mrs. Vanderbilt's money, "Oom" soon acquired a menagerie of animals, including lions, elephants, and monkeys. He also acquired a fleet of luxury cars, including the Crawford's Minerva, which was originally built in Belgium, but has a custom body from New York. Local gossip concluded that "Oom" and his followers were engaged in wild and deviant sexual practices, but when the police raided the estate, they found "Oom" standing on his head, and teaching a group of fully-dressed cult members how to stand on their heads. The police and local attorneys left him alone, and no future charges were ever brought against "Oom." Indeed, over time he became a respected member of the community, and by 1931 he was even treasurer of the local Chamber of Commerce, and president of a local bank! In 1955, he died at age 80, a well-regarded member of Nyack's upper crust, which was quite a journey for Peter Coon, the barber and con man from Iowa. As for the Minerva itself, "Oom" tired of it eventually, and sold it in 1949, advertising it as "a steal" for \$2,500. Eventually the car was acquired by noted collector Harry Resnick, who had the car completely restored, and in 1980 he donated the car to the Museum. While "Oom" and his cult may be long forgotten today, his car lives on, inspiring new dreams and mysteries.

Fall Tour

The Fall Tour began in the little town of Peninsula, deep in the Metropark between Hudson and Hinckley, and Cleveland and Akron. Unfortunately, it rained most of the day, so viewing the fall colors wasn't as good as we had hoped.

However, we did have a chance to view some of the architecture in the town, before beginning our tour. The G.A.R. (Grand Army of the Republic) Hall was opened just for us.

We stayed mostly on Riverview Road to Cleveland, where we had lunch at the Quaker Steak and Lube restaurant on Canal Road. As the name suggests, we followed the old Ohio Canal part of the way, as well as the Cuyahoga Scenic Railroad tracks.

Fifty-eight people from AACA, Cadillac-LaSalle, and ORCCCA clubs attended, in spite of the rain. We're gluttons for punishment!



Fall Tour . . . continued



Township Hall



The remains of the Erie-Ohio Canal

**WELCOME
NEW MEMBERS**

Cliff R. & Joyce Alexander
P. O. Box 1673
Piqua, OH 45356

Glenn Hamilton
53 Monterey Rd.
Dayton, OH 45419

James Cowen
Automodello/Diecasm LLC
540 Hawthorne Rd.
Buffalo Grove, IL 60089

Roger Hatton
221 Ridgewood Ave.
Clewiston, FL 33440-5112

Donald & Pam Crile
2639 Castilla Isle
Fort Lauderdale, FL 33301-1506

C. W. & Janet Hauck
550 E. 4th St.
Unit 4D
Cincinnati OH 45202

Jeffrey & Christopher De Marey
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Hampden, MA 01036-9711

Steve L. Hildebrand
29618 Wolf Rd.
Bay Village, OH 44140

Dan & Mary DiThomas
5795 O'Connell Court
Dublin, OH 43017

Arthur L. Hughes
6609 Powner Farm Dr.
Cincinnati, OH 45248-2971

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453 Buckstone Pl.
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Mark I. Hyman
2310 Chaffe Dr.
St. Louis, MO 63146-3307

Nick Giancola
8102 Rushwood Ln.
Sagamore Hills, OH 44067

John Joseph
3866 Remsen Rd.
Medina, OH 44256

Mark Hagans
731 Harrisburg Pike
Columbus, Ohio 43223-2113

Mark Kennison
2300 Mote Dr.
Covington, OH 45318-1200

Terry Kesselring
The Antique Auto Shop
P. O. Box 448
Hebron, KY 41048

Dan Sibila
P. O. Box 36831
Canton, OH 44735

Peter & Josephine Lesler
997 Goldenrod Drive,
Aurora, OH 44202

James Sokoloski
288 Huntsford Dr.
Macedonia, OH 44056

Chuck Loper
5200 Dakota Rd.
Richfield, OH 44286

Anthony Tomasello
7 Winterberry Ln.
Sewickley Hts. PA 15143

Bill Lorenzen
510 Riverside Dr.
Rossford, OH 43460

George Toth
223 Westbridge Dr.
Berea, OH 44017

Daniel M. Lundblad
211 North Hills Dr.
Parkersburg, WV 26101

Dave Towell
111 W. Market St.
Akron, OH 44303

Si A & Cheryl Past
2120 Kinmont Rd.
Dayton, OH 45414-1325

Richard & Emily Voit
1734 Elmwood Ave.
Wilmette, IL 60091

Bernard & Sandra Pinsker
1052 Lyndhurst Dr.
Pittsburgh, PA 15206-4536

Steven & Charlotte Wallace
849 S. Lincoln Ave.
Salem, OH 44460-3711

Annual Meeting - November 6 - Brennans

The annual meeting was held at Brennan's Party Center in Cleveland. During the cocktail hour, a mute film about recently departed member John Addams played continuously, highlighting his garage and collections. He was one of our earliest and well thought of members.

Awards were handed out. Al Warner was awarded the Armington Trophy, which is the Board of Managers' choice of a member's car at Stan Hywet, in this case a red 1930 Cadillac convertible.

The W.W. Williams Achievement Award for the person doing the most for the club went to Joan Virostek.

The Paige Palmer Award for someone in the club less than three years who has contributed to the club went to Tom Berry.

The ORCCCA Touring Award for the most miles put on a Classic in a year went to Bob Brown.

The award for members' choice of an article in the "Northern Lights" went to Bob Porter.

Gary Rosenthal was the leader in the 100 point club, with 265 points for attendance at most functions. Those who had 100 points or more received Applebee gift certificates.

The board acquired two new members, Carl Hummel and Matt Harwood. Rudi Kamper stepped down, but wife Joan continues in charge of Sunshine. The rest of the board continues as it was.



Joan Virostek presenting Jim Battenhouse with the "Good Joe" Award

At Brennans - Bob Porter receiving "Northern Lights" article award from Gary Rosenthal. Gary announced that Bob had just received a "Golden Quill" award from "Old Cars Weekly"



At Brennans - Gary Rosenthal, Joe Platten, Dave Heinrichs, Morrie and Wendy Dennenhirsh



Joan Virostek, Margus & Vicki Sweigard, Gerry Gentner, David Currie



Bob and Kathy Girardi with Diane Brown



Bill Snyder and Eric Butler

Annual Meeting . . .continued



Norma Lapierre, Joan & Rudi Kamper, Nick Crea



June and Norm Cangey



Mike Dube, Al Truelson, Norm Cangey, Bruce LaPierre



Kathy and Harry Wolk



David Miller speaking to Steve and Jenny Perry



Joe and Ann Marie Platten with Bob Brown



Film of John Addams



John Addams film and '47 Cadillac

Holiday Party - December 11, Akron

ORCCCA and the local AACA club joined forces again for a Holiday party in Akron. It was held at Todaro's Party Center, a new location for us, and was very nice. A relatively quiet band played for anyone who wanted to dance, or just enjoy the music. Unfortunately, my digital camera ate up its batteries again, so I got only two pictures!

I've since been told to skip the alkaline batteries in favor of lithium, which last much longer. They're more expensive, but if they do the trick, it's worth it. I've also been told to take the batteries out of the camera when not being used, as they will drain. Live and learn.



Holiday Party with AACA



The Party Center

The Lane Auto Museum

I would like to recommend a different type of auto museum, i.e. the Lane Auto Museum in Nashville, Tennessee. It features about 150 very unusual automobiles, which include amphibious vehicles, alternative fuel and military vehicles, and micro cars. There is also an interesting collection of motorcycles. Most cars are from the 1950s through the 1970s, although there are some from the 1920s. Cars are arranged by country (Austria, Germany, Great Britain, Italy, Sweden, and Japan). For example, there are several Tatras, the Renault 5 turbo 11, the 1961 Caterham, 1928 Martin aerodynamic car, a 1946 Hewson Rocket, Lamberginis, and several airplane cars, powered by a front propeller.

This is a working museum with the goal being to maintain all vehicles in running condition. The museum was opened on October 2003 by founder Jeff Lane who was from the state of Michigan, and who bought a building owned by a large baking company and converted it to this fabulous museum. In addition to the cars, there is an art gallery with over 100 pictures and a gift shop. Hours are Thursday-Monday 10:00-5:00 and admission is \$7.00 for adults, \$5.00 for seniors, and \$2.00 for children.

I hope you will enjoy this museum as much as Marcia and I did.

Gary Rosenthal

LANE MOTOR MUSEUM
Unique Cars from A to Z

Over 150 Unique Cars From Around the World

Not your typical car museum! Lane Motor Museum is home to the largest European collection in the U.S. and features 150 rare and unique cars and motorcycles.

Located only 7 miles from downtown Nashville.

You will discover:

- The Largest European collection in the U.S.
- Propeller-driven vehicles
- Microcars
- Amphibious vehicles
- Competition cars
- Alternative fuel vehicles
- Military vehicles
- Motorcycles
- Prototypes
- One-of-a-kind vehicles

Each display has a detailed description of the automobile and its unique history.

Lane Motor Museum

Lane Motor Museum is one of the few museums in the United States to specialize in European cars. You will be introduced to over 45 different marques representing Asia, Europe, North and South America. This is definitely not your typical car museum! Lane Motor Museum is a working museum with a goal to maintain all vehicles in running order.

702 Murfreesboro Pike
Nashville, TN 37210
(615) 742-7445
www.LaneMuseum.org

Admission:

Adults	.....\$7
Seniors (65+)	.....\$5
Teens (9-17)	.....\$2
Age 5 & Under	.....Free
Group Rate Available	

Hours of Operation:

Monday	.....Open 10am-5pm
Tuesday	.....CLOSED
Wednesday	.....CLOSED
Thursday	.....Open 10am-5pm
Friday	.....Open 10am-5pm
Saturday	.....Open 10am-5pm
Sunday	.....Open 10am-5pm

Closed Holidays
New Year Day, Thanksgiving, Day, and Christmas Day

Great Special Event and Banquet Location!

Map to Lane Motor Museum

THE LANE MUSEUM...continued



From the Past

Mike Dube sent me an e-mail called "Classic Car Club of America CARavan in 1957. It started in West Nyack, NY and ended in Milwaukee. It's an original film, full of many Packards with tops down. I can only imagine the sunburns!

He got it from YouTube, but you may be able to pick it up just by its title on Google. I sent copies of it to some friends, and got the following note from David Currie: "I saw this CARavan when it came through Duanesburgh, NY on US Route 20, in the Summer of 1957. The star of the group was the 1934 Cadillac V-16 Aero coupe. I remember taking either snap shots or 8mm film of the Caddy. I'll have to look around."



Classic Car Club of America CARavan 1957

This was a CARavan (Classic Car Club of America Automobile Tour) from 1957. It started in West Nyack, New York and ended in Milwaukee, Wisconsin.



For Rent

Duesenberg Convertible Roadster
\$50.00 Per Day with Driver.
Cliff Bergere. Hollywood 3541

Singer/Collector Sergio Franchi Admires Classics

Singer and car collector Sergio Franchi (left) joins Ken Gooding, director of the Merle Norman Classic Beauty Collection, to admire the classic lines of the collection's award-winning 1934 Packard Convertible Sedan, shown on exhibit in Columbus, Ohio, preview city of a national tour for the pre-World War II classic. Having just received top honors out of 1,200 entries at Hershey, PA, the Packard "Orello" also was shown in Indianapolis and Oklahoma City. Named for its vibrant orange-yellow color, the "Orello" is one of more than 100 old cars showcased at the Merle Norman Classic Beauty Collection at San Sylmar, California (near Los Angeles).



SSR CCCA Member Bill Davis wins Lee Iacocca Award

Submitted by Alan Franz

Reprinted from the Hemmings Blog & written by Mark McCourt

Mr. William "Bill" Davis, of Charleston, West Virginia, was presented with the 2011 Lee Iacocca Award at the recent Glenmoor Gathering.

Bill has enjoyed a lifetime of involvement in the old-car hobby, and this award celebrates his boundless enthusiasm and willingness to share his knowledge with other car lovers.

While his current automotive stable numbers 20 cars that range in age from 1933 to 2004, this gregarious man has done far more than simply amass cars: "I've been involved in collecting cars since 1958. I have been the national president of the RR Owners Club, the national president of the CCCA and of the CCCA Museum, and the president of the RR Owners Club Foundation." Bill has also been a judge at the Pebble Beach Concours d'Elegance for the last 29 years.

Of the 20 cars in his collection, nine were bought new by him or his family. Some of his current list:

1933 Rolls-Royce Phantom II
1935 La Salle Convertible Coupe
1937 Rolls-Royce Phantom III
1938 Buick Special four-door Convertible Sedan
1941 Cadillac 60 Special
1941 Cadillac Series 62 Convertible Sedan
1952 Bentley R-Type Continental
1956 Oldsmobile Starfire Convertible (bought new)
1959 Rolls-Royce Silver Cloud I with a Hooper body

Considering his collection, Bill muses: "At one time I had 13 Rolls-Royce and Bentley cars, one of every engine: big Sixes, little Sixes, V-12, straight-eight, V-8. It was interesting to see the progression of the engines. I've sold some and kept my favorites.

Cars are a lot like cats; you feed a cat milk, and he's back the next day. You put gas in a car, and it's there the next day. I really like the car I'm next to. I'm similar to the people who like stray dogs and cats – they want to take them all in. And I'd really like to give a home to all of the cars that I see and like, but I can't do that."

When asked if there's anything he hasn't owned, but admires, he answers quickly. "Probably like

everybody in this hobby, I love Model A Fords, but I've never had one. I think they are absolutely charming cars. I like Duesenbergs and things like that, too. I'm at the age now where I simply like the cars I have, and can admire cars I don't have. My next birthday is my 80th, and I enjoy driving them.

"I'm just another soldier in the trench of the hobby," Bill says. "I don't think I do anything special when you look at other accomplishments

that people do, but I'm willing to help wherever I can."

The Lee Iacocca Award is presented to people who exhibit "Dedication to Excellence in Perpetuating an American Automotive Tradition;" it is a reward for individuals who contribute to the hobby through their generous actions and their stewardship of old cars.

SSR CCCA Congratulates Bill Davis on winning the Lee Iacocca Award of excellence!



*"I'm just another soldier in the trench of the hobby."
~ Bill Davis*



Beauty by LeBaron

Cadillac Sixty Special Influenced Coachwork on 1941 Packard

Independents Day by Bill Siuru, PhD, PE • Reprinted from Old Cars Weekly, May 10, 2007



LeBaron did a great job in combining the traditional Packard look with modern styling cues.

Bill Mitchell's Cadillac Sixty Special, debuting in 1938, featured trend-setting styling that would have a definitive influence on the styling of several contemporary cars from other automakers. The 1939 Mercury coupe and the special coupe bodies supplied by Hayes Body Corp. for the 1939 Dodges, De Sotos and Chryslers come to mind. Most obvious on these designs was the use of thin, chrome window frames that predated hardtop convertibles that would become widely popular a decade later.

In the early 1940s, Packard commissioned the LeBaron Coachworks to build a custom body on the Packard 138-inch wheelbase Custom Super-Eight One-Eighty chassis. The result was the 1941 LeBaron Sport Brougham. Incidentally, the LeBaron's striking styling was overshadowed by the all-new 1941 Packard Clippers.

When I saw a couple of Sport Broughams at a recent Packard car show, I immediately thought, "Was this Packard's answer to the Cadillac Sixty Special?" Like the Cadillac, the Sport Brougham featured those thin window frames. Both cars had a turret top, long hood and a rather long, at least for the day, rear deck. Compared to the Sixty Special's squarer roof line and windows, the Sport Brougham used a more curved roof line and almost semi-circular side windows. Both featured a partially blind rear quarter for rear-seat privacy.

Unlike the Sixty Special, the Sport Brougham still had exposed running boards and suicide-type rear doors. Most Sport

Broughams came with dual sidemounts, making them look even more impressive. While the Cadillac rode on a shorter 126-inch wheelbase, the two cars looked equally large.

Like all senior Nineteenth Series Packards, the Sport Brougham was powered by a silky smooth 160-hp, 356-cid inline eight-cylinder engine. In comparison, the Cadillac Sixty Special used a 346-cid, 150-hp V-8 in 1941. Both cars needed the power, since they weighed in at over 2 tons (4,450 pounds for Packard, 4,230 pounds for Cadillac).

While Cadillacs could be ordered with a Hydra-Matic transmission, Packard offered either its Electromatic semi-automatic transmission or Aero-Drive overdrive, in addition to the three-speed manual box. Introduced for 1941, the Electromatic was somewhat trouble-prone.

One option available only to Packard buyers was air conditioning. Introduced in 1940 as an industry first, it was offered through 1942, but did not reappear on Packards again until 1953. Hydraulic power windows were standard in closed One-Eighty Packard models, as was real burl walnut wood with mother-of-pearl inlay interior trim.

Reportedly, 99 Sport Broughams were built, and a large number have survived. As an interesting note, many will remember seeing a black Sport Brougham in "The Godfather;" to see one in person, most Packard shows usually include at least one. It is one of the most collectible of the Packards built in 1940s.

Only 930 top-of-the-line, One-Eighty Packards were built in 1941. In contrast, Cadillac sold 3,878 Sixty Specials in 1941 alone, the last year for this distinctive styling. There was a rather large price difference between the two cars. The semi-custom Sport Brougham listed for \$3,545, while the "mass-produced" Caddy Sixty Special was priced at only \$2,195.

Most One-Eighty Packards were fitted with coach-built bodies by outside concerns like LeBaron, Darrin and Rollston. LeBaron also built a companion seven-passenger limousine and touring sedan on a 148-inch wheelbase.

ED. NOTE: Cadillac and Chrysler offered limited a/c in 1941.



1941 would be the next-to-the-last year that Packards would feature non-Clipper styling.



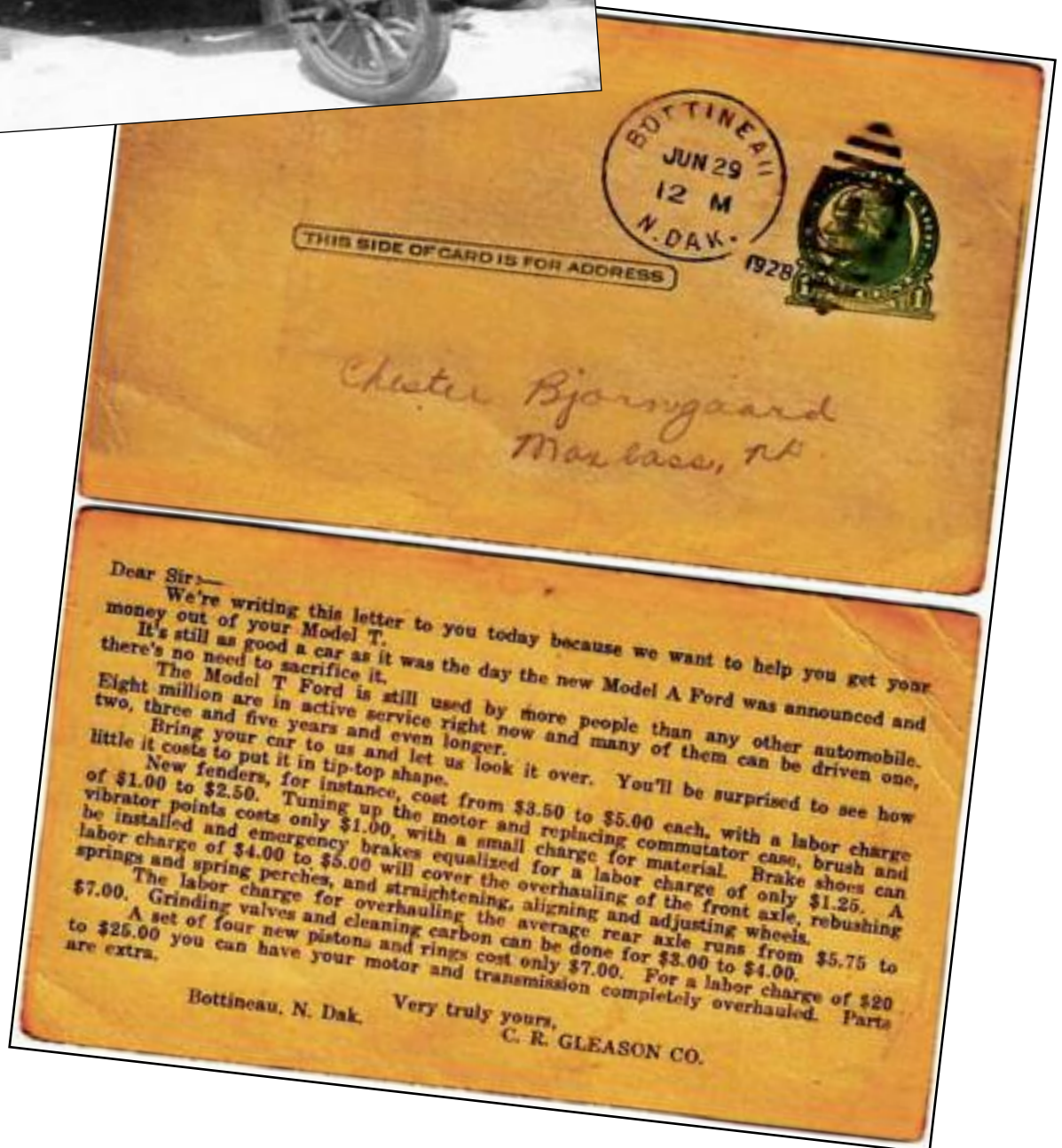
Sidemounts made the Sport Brougham even more impressive.



While this is a 1938 Cadillac Sixty Special, the styling would be carried through 1941, albeit with facelifts.



*Submitted by a member
who shall remain nameless,
as I've forgotten who it was.
A thousand pardons!*



THIS SIDE OF CARD IS FOR ADDRESS

BOTTINEAU
JUN 29
12 M
N. DAK.
1928



*Chester Bjorngaard
Maxbass, N.D.*

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We're writing this letter to you today because we want to help you get your money out of your Model T.
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The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.
A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.
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CCCA Annual Meeting - Dallas, Texas

JANUARY 4-8, 2012

Story and Photos by Christine Snyder, Marcia and Gary Rosenthal

We were very excited to be going to “Big D” for the Annual Meeting, sponsored by the North Texas Region. This would be a special meeting as it would be celebrating 60 years since the founding of the Club.

As we don’t fly, we opted to take the train out of Cleveland to Dallas. Joan Virostek decided to accompany us on Amtrak. We were picked up one and one half days later in Dallas by Joan’s son, Mark, and were whisked off to our hotel for the week, the Hilton Lakes Conference Center in Grapevine. That evening (Tuesday), we dined with our granddaughter, Theresa, and her friend Marishell, who live in Dallas.

The event started on Wednesday. After we picked up our registration packets and goodie bags, we boarded buses for downtown Fort Worth and lunch at the historic Reata Restaurant in Sundance Square. After lunch we had free time to sightsee the downtown area. Bill and I took in some of the sights and ended up in one of our favorite places anywhere, Barnes and Noble.

That evening, back at the Hilton, we were treated to an “authentic” Mexican buffet. We enjoyed reconnecting with old friends as well as meeting new folks. The Region had a very nice hospitality room open every night after dinner.

Thursday was the beginning of business meetings. First was the Regional Relations meeting, followed by the Editors’ meeting. Bill and I attended both, as Bill is the new director of the Florida Region and I will be taking over the Florida Region’s publication in the near future.

After the meetings, the buses once again departed, this time to view the beautiful collection of Paul Andrews’ Panther City Classic Autos. Cameras weren’t allowed, and that was a shame, as the Classics were all spectacular and beautifully restored. You’ll just have to take our word for it! Included in the collection were the Pebble Beach winning 1932 Daimler, a 1934 Packard Convertible Sedan, Dietrich, a 1929 Duesenberg D/C Phaeton, Murphy, and a 1938 Packard 1601 Cabriolet, Graber.

After a delicious lunch at Andrews’, we boarded the buses, once again, for a trip to the Fort Worth Stockyards, now on the National Register of Historic Places. We arrived early enough to see the Ft. Worth steers as they were herded down Exchange St. We enjoyed browsing in the many shops (and Bill even bought me a beautiful silver neck piece, with a Boulder (ribbon) turquoise stone in it.) I even had my photo taken by Joe Malaney on a live bull. Jake was his name, and he not only slobbered but “moo-ed” when I was on him. I’m not sure if that was a sign of approval or not! That evening we ate at Billy Bob’s, supposedly the world’s largest honky tonk. After we ate, some of the gang joined the group of line-dancers to finish the evening.

Friday saw an early morning with the Annual Membership meeting. I was a proxy agent for the election, but didn’t have

much work to do, as only one ballot was requested. However, the meeting proved to be a little bittersweet for me, as it was the first time in nine years that I was not on the panel, as I was term-limited off the Board last year.

The Club is in good fiscal condition and is enjoying a resurgence in membership. Future CARavans were discussed as well as Grand Classics. Results of the election were announced and there will be three Ohio Region members on the National Board in 2012. David Schultz is the Club’s new President, David Johnson, the 1st V.P., and newly elected H. Gene Nau will be the V.P. of Publications. The membership meeting was followed by a Museum membership meeting, and the National Directors’ meeting.

After the meetings and lunch on our own, we hopped back on board the buses to view the Sam Pack collection. Sam is a Dallas area auto dealer with an incredible eclectic collection of cars, from early brass and race cars to Classics and the latest muscle off the showroom floor.

The evening saw us all in “denim and diamonds” for the Regional Awards banquet. The Ohio Region cleaned up in the Awards category, with first in Bigelow, for a distinguished record of overall performance (quite an achievement), Dietrich (Annual Meeting Participation), and Judges and Tabulators award. The Region got a second place in Activity and Performance and a third in membership Stability and Growth. A very exciting award, the Beverly Rae Kimes Award, went to our very deserving editor, Bob Porter. It was a beautiful marble-based desk set, so heavy that Ohio Director, Gary Rosenthal, had to have it shipped back to Ohio. Congratulations, Bob!

Saturday was the final day of a very nice event. The North Texas Region went all out to show us some real Texas hospitality. After more meetings, we checked out the Classics being judged in the convention center attached to the hotel. We didn’t have to step one foot outside to view the wonderful array of Classics to be judged. We were joined for the day by daughter Shelly, who flew up from the Rio Grande Valley to spend time with us, and our granddaughter, Theresa, and her hubby, Ben Petty. After a lot of picture taking we were whisked away for the last time to the original Neiman Marcus in downtown Dallas for lunch and a little shopping (and with their prices, VERY little shopping!). We then continued on to the unusual home of Carol and John Ridings Lee to enjoy their home, European Classics, artwork and related memorabilia. Their home is in a converted Bell Telephone building and is very handsome and unusual.

Saturday evening we enjoyed the Awards Banquet in the hotel ballroom. Judging results were announced and several Classics received 100 points. Steve Chapman’s 1940 Packard Darrin Convertible Sedan was given the best of show Warshawsky

CCCA Annual Meeting . . . continued

Award. Carol Bray received the Classic Spirit Award and Chuck Conrad earned the Distinguished Service Award.

Joan stayed on for another ten days, visiting her son and daughter-in-law. We visited with our family till Monday, when we again boarded our train for the trip back to Cleveland.

Our thanks, once again, to the North Texas Region for a job well done.

Ohio Region members attending were: Jim and Gail Cowan, Bill Davis, Dan Hanlon, David Johnson, John and BarbaraAnna Kefalonitis, H. Gene Nau, Bobbie 'dine Rodda, Gary and Marcia Rosenthal, David Schultz, Bill and Chris Snyder, David and Rachel Timmons, Joan Virostek, and Lee and Pamela Wolff.



Gary Rosenthal holding 1 of 6 awards



Gary Rosenthal accepting the Beverly Rae Kimes Award from outgoing president Al Kroemer, for ORCCA Editor Bob Porter



Sam Pack greeting his guests



One of two Lincoln Continentals (the only classics we saw) in the extensive Pack Collection



One of Carol & John Ridings Lees' Bugattis

CCCA Annual Meeting . . . continued



Our new first VP David Johnson, with Joan Virostek & Bill Snyder at the Pack Collection



Tom St. Martin (L), Dan Hanlon, Jim Cowin



David Johnson, Bill & Chris Snyder



The Snyders' granddaughter, Theresa, poses next to Past President, Al Kraemer's new 1931 Chrysler Imperial



Richard Mitchell's 1929 Stutz 8.M. Supercharged Coupe, Lancefield at the Grand Classic



Angelo Mendes' 1929 Packard D/C Phaeton in Grand Classic



Jim White's 1948 Chrysler T & C Sedan



Gordon Logan's 1928 Packard 8, 443 Phaeton (like Chris Snyder's)

CCCA Grand Classic / Glenmoor Gathering September 15-18 Canton

The Glenmoor Country Club in Canton was host to both a CCCA Grand Classic and the Glenmoor Gathering this past September. Bus tours were arranged for CCCA early birds. The show itself was on Saturday, along with an auction under a tent. Most of the CCCA participants stayed over for the Glenmoor Gathering on Sunday. The emphasis was on V-16 automobiles,

and there were lots of so equipped Cadillacs, Marmons, and a Peerless in attendance, as well as 13 Packard Darrins (!), and numerous Auburns and Cords. David Schultz, the new CCCA president and Director of the Glenmoor show, felt this was the best show ever. Kudos to Bill and Chris Snyder for bringing the Grand Classic to Canton in conjunction with the Gathering.



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AT THE 2011 GLENMOOR GATHERING!**



A 1938 Bugatti 57c drophead coupe by Gangloff received top honors at the 17th annual Glenmoor Gathering on September 19. The Bugatti is owned by the "OFF Brothers" — Ron Elenbaas and Bill Johnson of Richland, Michigan. The invitation-only concours was held at historic Glenmoor Country Club near Canton, Ohio.

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1937 Railton Limousine, Rippon



Folding writing desks



Interior of 1937 Railton

CCCA Grand Classic/Glenmoor Gathering . . . continued



13 Packard Darrins!



1938 Bugatti 57c drophead coupe-Best of Show



Crawford Museum's one off 1932 Peerless V-16

CCCA Grand Classic/Glenmoor Gathering "Cadillac V-16s" . . . continued



CCCA Grand Classic/Glenmoor Gathering "Marmon Sixteens" . . . continued



Marmon V-16

CCCA Grand Classic/Glenmoor Gathering "Auburns and Cords" . . . continued



Tom Mix's 1937 Cord

Media Release - Foreign Cars will be Featured at 2012 CCCA Museum "Experience" June 3

February 20, 2012 - Contact: David Schultz - 330.904.6289 - DavidSchultz.us@gmail.com

Foreign automobiles will be featured at the Classic Car Club of America Museum's 2012 "Experience," scheduled for Sunday, June 3 on the campus of the Gilmore Car Museum - - home of the CCCA Museum - - in Hickory Corners, Michigan.

Both Full Classic® and non-Classic foreign automobiles through 1965 will be welcome. Car owners *need not* be CCCA members to display their foreign cars at the "Experience."

In addition to the Experience on Sunday, a CCCA Grand Classic® will be held on Saturday, June 2. Only Full Classics® owned by CCCA members may be displayed.

The public is welcome at all weekend events.

Many Full Classics® were foreign built -- Rolls-Royce, Bentley, Mercedes-Benz, Horch, Renault, Daimler, Peugeot and Panhard - - to name just a few.

In addition to foreign-built cars through 1965, Full Classics® owned by CCCA members may be displayed on the show field on Sunday.

"For CCCA members who have not visited the CCCA Museum and Library, this is an excellent year to do so." said Howard Freedman, CCCA Museum president. "There is really



nothing else like it in the world; this is the only museum devoted solely to Classic automobiles."



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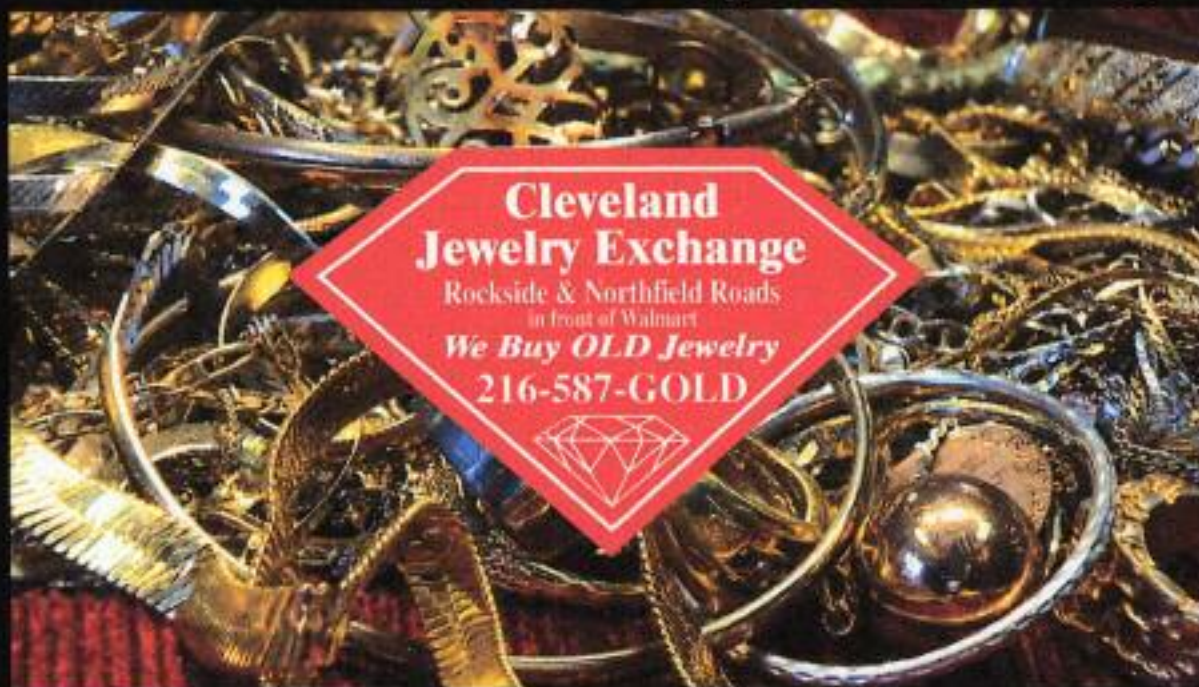
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