

Northern Lights

Ohio Region
Classic Car Club of America



Volume 59-3

Fall 2013



1934 Packard

Board of Managers, Ohio Region

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

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FRONT COVER

This 1934 Packard was parked in front of the McKinley Grand Hotel in Canton, Ohio, while the unknown owner was checking in. He was on the CCCA Coast to Coast Lincoln Highway Tour.

The Victorian building in the background is the "First Ladies Home", which is a museum dedicated to presidents' wives. President McKinley lived in it at one point.

BACK COVER

"Fog Lights On Sight". Ad from November 1937 Motor Magazine.

UPCOMING BOARD MEETINGS

October 7 Norm Cangey

November 3 Joe Platten

December 2 Joan Virostek

COMING EVENTS

2013

- Nov. 3 Ohio Region Annual Meeting
Brennans, Lakewood
- Dec. 8 Joint AACA Holiday Party,
Holiday Inn, Independence

2014

- Jan. 8-12 National Annual Meeting, Naples,
Florida
- June 15 Stan Hywet Fathers Day Car Show
- Sept. 4-7 Grand Classic - Sawmill Creek,
Sandusky
- Sept. 19-21 Concours, Stan Hywet Hall

BACK COVER MYSTERY

Submitted By George Strom

The mystery posed about the back cover of the last issue of Northern Lights has been solved. The gentleman shown with his first Classic is George Strom, a long time member of our Board of Managers. This picture was taken in 1957 at George's parents' home on Princeton Avenue in Elyria, Ohio when George was 17 and had just bought this cherished Pierce-Arrow.

The car was built for Mrs. Owens of the Libby-Owens-Ford Glass Company in Toledo, Ohio. This is a 1935 Model 845 enclosed drive limousine and featured tinted glass, burl walnut woodwork and sterling silver appointments in the passenger compartment.

This car and a 1933 sedan in very restorable condition were purchased by George for a princely sum of \$175.00. The limousine in the picture has the Pierce 8 cylinder engine and sits on a 145" wheel base. It was complete and ran very well on its original Martin 8 ply white wall tires and was very dependable. So much so that it was driven four hours south to Ohio University in Athens, Ohio through a winter snowstorm in March on the newly opened Route 71.

George and his long time close friend, Pete Davie, had two Classics on campus - the Pierce and Pete's 1932 Model KB Lincoln LeBaron, 12 cylinder convertible coupe with a rumble seat in perfect condition bought in Monroeville,

Pennsylvania for the princely sum of \$800.00. With these two cars plus their two 1950's "modern" cars they kept the campus police somewhat bewildered.

Both men have continued in the car hobby "big time!" Both are 50 year members of AACA, and George is the upcoming president of AACA's Ohio Region in addition to his duties serving on the Board of Managers of ORCCCA.

George's purchase of the Pierce-Arrow was prompted by George and his father when they were riding in the family car and saw a Pierce-Arrow in a gas station. His dad stated that the Pierce-Arrow was one of the best cars built in America.

George and Marjorie presently own a 1932 Model 42 Pierce-Arrow sport phaeton purchased new by James J. Walker, the legendary roaring 20's mayor of New York City for use as his parade car.

The photograph published in Northern Lights was the start of a long love affair with antiques and Classics which continues to this day.



We are special people
We value the past

I suppose, in one way or another, I have touched on this topic in the past, but nevertheless, I think that it is probably special enough to re-visit.

There is something different about us. We have a special affinity for the artifacts of the past. The cars of yesterday are probably the most evident example of that, although it can go much, much deeper.

We all own, restore or drive old cars or trucks. With some of us, vehicles well over a century old, others, merely seventy or eighty years old, and still some almost new - fifty or sixty years old. Perhaps, for practical reasons, we own a new car or truck. There is no need to justify that newer vehicle. We all know that it is easier and safer to fire up that new Ford or Chevy or Toyota, enjoy the air conditioning, the heater, the radio, the highway speeds. It is safer on our crazy roads than our old iron. Seat belts, air bags, engineered crush zones, etc.

But after that little fling with our 21st century machine, we still go back to our love(s): our treasured and special older car or truck. The past holds something very special for us. Something that precious few of the population really appreciate. But for those of us who do, we can find the past in many, many places. We can revisit yesterday in many ways.

I recently had a movie date with a young woman. It's okay. My wife knew all about it and she approved. The young lady was my adult

daughter. Growing up in a house full of antiques (I mean the furnishings, not my wife and me!) she developed a love for the old.

A local organization in Los Angeles, the L.A. Conservancy, has dedicated itself to the preservation of the old architecture of Los Angeles. Los Angeles, back in the 1920s, was one of the major venues for movies and stage shows, and a tremendous number of massive theaters were built. As the years went on, many of these fantastic facilities fell into disrepair. Neighborhoods changed, and the newer, glitzier movie theaters opened, often in the suburbs. So many of the old theaters, at one time a jewel of the avenue, were slowly absorbed into the inner city. Often exciting, colorful and aromatic ethnic influences encroached on the luxurious buildings which once housed some of the biggest movie openings or most popular vaudeville houses.

Fortunately, several organizations have undertaken the restoration of these fine old buildings and are restoring them to much of their former glory. The L.A. Conservancy has a program which they call Last Remaining Seats. Each season they feature about six or eight classic films, each shown in one of the many restored theaters. I am an old movie buff - I wouldn't know Angelina Jolie or Sandra Bullock,



Originally built in 1928, the Orphoum Theater underwent a major renovation in 2001.

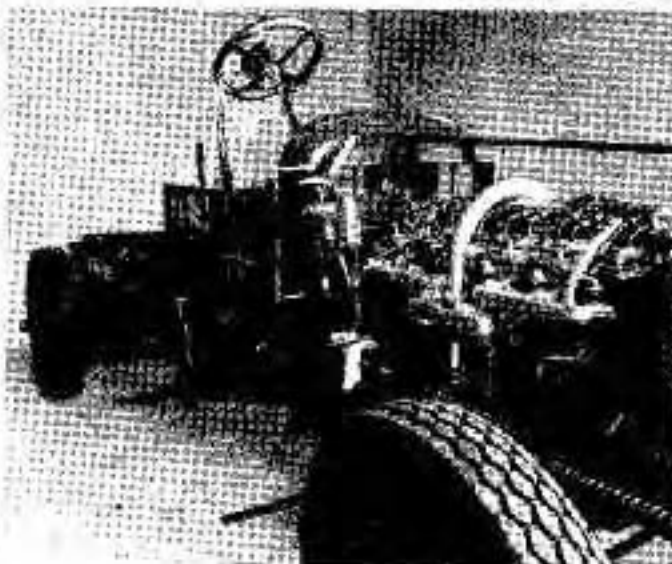
if I saw them, but I certainly do know Fay Wray or Claudette Colbert. Or Myrna Loy or Clara Bow. Recently my daughter and I went to a fully restored 1926 Art-Deco theater to watch the 1925 silent version of Ben-Hur, accompanied by a mighty Wurlitzer organ. It was a special experience. As we left the theater - at almost eleven P.M. - the streets were almost deserted, and we were able to look at some of the neighboring buildings with few distractions.

Many were built in that same era and remain. The facades show the art of the period. Kudos to those with the foresight to retain and not raze those fine old structures. They have allowed the architecture to remain for us, today, to enjoy and appreciate.

I may have been born in the wrong decade. I think that I would have been very comfortable in the 1920s. Or maybe not. Maybe I wouldn't have appreciated the cars, the buildings, the clothing, the music, as being special. Perhaps it is just that I can look back from my 21st century perspective and revel in thought of the 1920s. But today I enjoy the special period known as the Roaring 'Twenties. I revel in the time of F. Scott Fitzgerald's *The Great Gatsby*.

The point is, and again I wandered far from my objective, that we appreciate at least one portion of the past: the cars. We have all spent a lot of time and probably a lot of money, and have all given a fair share of blood to the restoration of our old cars and trucks. And we all look forward to climbing in, pulling out the choke and cranking it over. What kind of gas mileage does it get? Who cares. Whatever it is, it's worth it. We drive and we watch the gauges. We listen for strange or unusual noises and we're tuned in to smells that don't belong. We 'feel' the engine and the tires as we drive. It's all part of that wonderful experience. If we didn't enjoy it, we would have driven our Prius.

What precipitated this topic? Well, I recently was invited to advise (and maybe a little more) a group of local firemen who are restoring a 1923 Seagrave pumper. This was the first mechanical pumper in our town, and like so many things, when it was replaced with a new one, it was discarded. Fortunately, not for scrap. Over the years it



ended up at a local site to sit, unrestored, in a building, while visiting kids climbed all over the giant steam engines and coal tenders making up the bulk of their display - trains. A few years ago the pumper was returned (or reclaimed) by our city. A group of firemen offered to do the restoration on their own time. Boeing Aviation offered the use of one of their massive buildings for the Seagrave's re-birth.

These guys are doing the job right! Money is tight, and so the restoration is going slowly. We recently started the newly rebuilt engine for the first time. The gas tank wasn't yet installed, so a gravity feed bucket was devised. The distributor was not yet installed and connected, so it was started on the magneto (yes, a switch allowed for either system to operate the truck). It cranked for a few seconds, fired and caught. It then idled for about twenty minutes. What a beautiful sound! One of the fellows climbed onto the truck (and since there was no seat installed yet) stood above the controls and shifted into forward and released the hand brake lever. The truck crept forward for a couple of inches. He then shifted into reverse, and it crept backward. Then forward for a few feet and then back. And then forward for about twenty feet, and well, the guys were giddy with excitement. Now plans are being made for taking the thing out of its storage for a short ride. And there is a public 'unveiling' planned. Huntington Beach has the largest July 4th parade west of the Mississippi, and plans are to drive the engine in

the parade on our nation's birthday, 2014. This will give the guys plenty of time to check, double-check and triple-check everything from the brakes to the differential.

One of the fellows mentioned to me, at the end of this past June, that another town - about fifty miles north of us, was also preparing to use their vintage Seagrave in

their own 2013 July 4th Parade. About a month prior to the event though, the rear end on their truck got very tight. A noted local collector offered the use of his garage to evaluate the reason. It turned out that there was no lubricant in the rear end. Nor was there much lube-oil in the transmission. The oil pan was pulled and the cylinders were scored, the lubrication system was altered (not for the good) and there were another number of problems. Plus, that engine was air-cooled. Under normal use, an air-cooled engine was fine. Adequate air-flow at road speed would cool the engine. But on a hot July day driving in a parade at 3-5 miles an hour with a lot of stop-and-go? Not good for an engine like that.

The collector advised the fire department of the problems and told them that they owned a rare and valuable machine. To drive it without restoration could mean serious damage - possibly destroying the engine. It was recommended that the fire truck be towed in the parade. At the end of a tow chain it could be steered and braked, but it would not damage the unrestored engine. Last that I heard was that the transmission was being rebuilt, but plans continued for them to drive the truck in the parade.

I spoke to the collector. He was very frustrated. "They are all young men and they don't understand those old engines," he complained. "If they crack the crankshaft, they've got a major and expensive job ahead of them, and the truck may never run again." Since I was working on a similar project, we commiserated for awhile. His expert and excellent advice went unheeded. "They think it's like a new car. They can get in and rev that engine up to 4,000 rpm, vroom, vroom, vroom, with no problem, but on a low rpm engine like that, well, it needs special care."

One of the guys from our fire department telephoned the other city. He got pretty much the same dismissal. Well, we tried.

The understanding of 'old' or 'historically valuable' does not exist in many areas. You all know my attitude about hot rods. They are a destruction of our motorized heritage.

Dropping a chromed Chevy engine into a 1930 Model A Ford, slapping a couple of Year of Manufacture license plates, or Historical plates do not make it an historical vehicle. At one time it may have been one, but with the new disc brakes, automatic transmission, 350 cu.in. V8 and aluminum mag wheels - no more.



It's NOT an historical vehicle!

Earlier in this dissertation I mentioned the movies. Well, that's another industry in which dollars eclipse the historical worth of an item. Years ago I used to be in the antique phonograph and Gramophone business. We had a rash of imported 'antique phonographs' come in from the Far East. They consisted of mostly worn-out motors from portable phonographs put into old-looking but actually new cabinets, with brand new hammered brass horns. They had no historical value. In the trade we called them 'Crap-o-phones.'



It only looks old. It's a replica.

One day I got a call from the prop master of a new to-be-made science fiction movie. He wanted two antique Gramophones which they planned on filling with explosives and blowing up in the film. I sold him two of the 'Crap-o-phones.' He was happy, and I was thrilled to imagine those two items being blown into dust.

More seriously though, was the film *Tucker*. A friend of mine, the late Tommy Sparks, was the automotive prop master and adviser for that film. Tommy was a genuine caddy. Sure, he built hot-rods, but he also did

magnificent and accurate restorations on classic cars, and he had a shop which repaired the film studio's cars as well as the private cars of a number of major film stars. He was a long-time judge at Pebble Beach.

As you are aware, only 51 Tuckers were ever built - I believe that 48 still exist. *(Another diversion: I recently returned from a trip to the Washington D.C. area, and visited a fascinating, although off-the-beaten-path, museum in Arlington, VA. It is the DEA [Drug Enforcement Agency] Museum. Seems that one of the remaining Tuckers was seized by the DEA as part of drug bust. I don't know whether the car remains government property or whether it was sold off.)*

During the making of the film, in which a Tucker rolls and crashes, the director asked Tommy to buy one of the original Tuckers to be wrecked in the crash scene. It would have meant modifying the car to force it to roll and then crashing it, reducing it to scrap. Tommy refused stating that the Tucker was too valuable a piece of automotive history and that none of the owners would sell, and even if they would, he (Tommy) would not destroy the car. The director instructed Tommy to buy a car, at almost any price.

Instead, Tommy 'built' a Tucker - a replica on a Studebaker chassis - which they then modified to roll and they crashed that car.



No! It's not a Tucker - just looks like one. It was a built-up Studebaker. A Tucker was far too rare and valuable to wreck.

(Another aside: on that same trip to Washington, we had dinner with friends - friends made through Skinned Knuckles magazine. They picked us up at our hotel to go out to dinner - in their original 1959 Chrysler Imperial! They knew that we appreciate the old iron and wanted to show off their classic wheels. Kudos for using the old car!)

The movies are notorious for ignoring the historical worth of an artifact and replacing it with money. I've known of a number of cars which were modified, (poorly) repainted for a film, or crashed and the owner given a sum of money to repair it himself. Several years ago, I was approached by a film maker wanting to use one of my cars in a high-budget film. I told him I wasn't interested, and even when presented with the great temptation (sic) that a very famous and sexy actress would "actually sit in the car...." I refused. They offered to paint the car for me. I told them it would require a full stripping, proper prep work and paint approved by me. They refused and that was the end of that deal. I was not sorry.

We are, I am pleased to say, a special breed. The past and its artifacts hold a special place in our hearts. Enough so that we fix, repair, tinker or otherwise just lavish love on our old cars. Hopefully, we will be able to pass this special love to younger generations so that the historic line continues.



A 1923 high school being destroyed. It was too small and outdated. Local residents were invited to collect a brick from the old building as a souvenir.

My hat is off to all of you who understand how I feel about our yesterdays. Once the past is gone, it is often too quickly out of mind, and just as often, the past is replaced with the brightest, flashiest, glitziest and noisiest that today has to offer. And, like a '32 Ford, chopped, channeled and repowered, once it's gone, it's gone forever.

But that's just my perspective.

S.K.

Stan Hywet Father's Day Show - Inner Circle Cars June 16, Akron



Bob Brown's '33 Pierce-Arrow



Dan Hanlon's 1933 Pierce Arrow



Dave Schultz' '31 Lincoln Town Sedan



Margus Sweigard's 1932 Buick 90



Norm Cangey's 1930 Packard Super 8-740



Gene Nau's 1934 Packard Club Sedan



Judges and ORCCA Food Tent



Blaine Conrad's 1931 Lincoln

Stan Hywet Fathers' Day Car Show - June 16, Akron Prize Winners

The 56th annual Stan Hywet Fathers' Day Car Show was marred by the threat of rain. Early registrants did encounter some, but soon the clouds disappeared and the cars were wiped off. A pleasant surprise was encountering a group of people from Indiana, who were finishing a David Johnson tour of the area.

The featured cars of the Inner Circle were 1930-34 Classics, and there were nice examples of them. A number of members took prizes in CCCA designated classes. Your editor's 1960 Lincoln convertible (nc) decided to vapor lock while parking in its designated row. With the help of a number of burly men, it was pushed into its place. It did start at the end of the show.



Gary Rosenthal's 1947 Lincoln Continental



Jerry Genther's 1941 Cadillac 62



Bob Mizlecko's 1932 Franklin Airman



Dave Johnson's 1941 Packard 160



Lee Wolff's 1924 Bentley



Allen Warner's 1930 Cadillac

The Re-Discover America CARavan

May, 2013 by Christine Snyder

The second Re-Discover America CARavan, coordinated by Ray Giudice, started on May 4 in New York. Several brave souls drove from the Meadowlands Hotel in New Jersey to Times Square to start the journey. The route would follow much of the Lincoln Highway, which is celebrating its 100th birthday this year. Added to that, the CCCA would be hosting its 60th year of CARavanning.

The group drove across Pennsylvania, stopping in Gettysburg, Falling Water and Pittsburgh. They then crossed into Ohio, stopping at Dave Johnson's Spread Eagle Tavern and Canton, and on to the ACD Museum in Auburn, Indiana. They next moved to Chicago where we would join up with the group as we had decided to enjoy the second week of the CARavan.

We drove to the Amtrak Parking Garage on May 10 and caught a cab to join the group at the Greek Islands Restaurant in downtown Chicago. We were supposed to ride with the Cowins in their 1941 Cadillac 60 special, but they had car problems back in Ohio. They and we then needed to find other rides. We were lucky to catch a ride with John Sweny, a first time CARavaner from Houston, in his 1932 Cadillac V-12 seven passenger sedan. He was driving alone and had a GPS, but seemed pleased to have company.

On Saturday, May 11, I abandoned Bill and John and navigated with Dave Johnson who was traveling with the Pumphreys and Kleins. His Packard Darrin behaved perfectly and we arrived in Cedar Rapids, Iowa, after a fast tour of the National Motorcycle Museum. Dinner that evening was at the National Czech & Slovak Museum, complete with interesting ethnic displays and food. It was very tasty.

Sunday, Mothers Day, we left for the long drive across Iowa. We saw many corn fields and farms. John's Cadillac ran beautifully and Bill and I were even able to take naps along the way. The fields surely looked different than they did on the Nordic Trek CARavan last July when everything was scorched from the drought. I hope it is a better year for the farmers (and us, as we'll feel it at the supermarket!)

We didn't find a place to eat lunch until about 2:30 pm, when we got to our next destination, Sioux City, Iowa. Some of the folks went down the way to the Lewis and Clark Center, but we relaxed in our room. The hotel was very nice, located on the Missouri River.

On Monday we started out driving into the heat. By noon, John Sweny cranked up the air conditioning in this '32 Cadillac. What a Godsend! It was supposed to get upwards of 90 degrees, and then become more comfortable. We traveled along the Missouri River and saw a variety of topography on our 304 mile journey. We stopped in Chamberlain, South Dakota for lunch at a nice cafe and arrived at our destination hotel in Pierre, SD, about 4:00 pm. Tonight we ate at the Casey Tibbs South Dakota Rodeo Center where we had some delicious pickerel and barbeque beef brisket, as well as viewed a movie and saw displays depicting South Dakota's native sport, the Rodeo.

Tuesday we left Pierre and headed west toward tiny Wall and the famous Wall Drug, before heading through the Badlands National Park. Wall Drug was started in 1931 during the Great Depression. The Husted family business

almost went under until Mrs. Husted decided to offer free ice water to tourists to lure them into their store. The ploy worked and Wall Drug is now a giant complex with a chapel, potting and iron shed, shooting gallery, restaurants, animated displays and other interesting things.

The Badlands are beautiful and are the result of uplifted land which was steeply eroded. The more resistant rock still stands, appearing as castles, walls and even statues resembling famous people.

We started having car problems with John's '32 Caddy mid-day. By the time we were 16 miles out of our destination, Rapid City, South Dakota, the Cadillac gave up the ghost. As the trouble truck was full with two cars and had another to fetch, John decided to call AAA. Chuck and Roxy Morgan came past, Bill flagged them down, and I went to our hotel with them. Bill finally arrived, just in time to leave for dinner at Botticelli's Italian Restaurant. We rode with John and Dianne Kernan, whom we will ride with tomorrow in their 1947 Cadillac.

Another beautiful day in paradise, and Bill's and my 25th Anniversary. We took off with several other Classics



Bill & Chris Snyder in front of Mt. Rushmore

for Mount Rushmore. What a Sight! Sculpted by Danish American Gutzon Borglum and his son, Lincoln, the Harney Peak granite mountain features the heads of four US Presidents, Washington, Jefferson, Lincoln and Teddy Roosevelt. Those four were chosen for their contributions to American freedom and way of life. The carving began in 1927 and was completed in 1941, with a total of 400 workers involved.

After Mt. Rushmore, we went down the road a bit to see the Crazy Horse Memorial, a work in progress. Back in 1939 sculptor Korczak Ziolkowski was asked by Lakota Chief to create a memorial to heroes of the Red Man. No government money has been used to carve what will be the largest sculpture anywhere. Therefore progress has been slow, with only the head of Chief Crazy Horse completed thus far.

As we had a late lunch at the Crazy Horse cafe, we opted out of the group dinner in Rapid City and ordered dinner in.



An old Hudson-Terraplane Dealership in Deadwood, SD

Thursday, May 16, we left Rapid City on our way to Sheridan, Wyoming. We first stopped in Sturgis, SD so Carl and Vicki Zeiger and the Kernans could check it out. You could tell it is a once-a-year, overflowing biker town, as many of the businesses in the downtown area were closed down.

We then toured to Deadwood, famous for the hard-livin, real life legends, including Calamity Jane and Wild Bill Hickok, who lived and died there and are buried in the famous Boot Hill cemetery. Now famous for its many casinos, we went to the Visitors Center, took some photos and went on through a portion of the beautiful Spearfish Canyon to Devils Tower.

Devils Tower is an igneous intrusion in the Black Hills. It rises 1,267' about the surrounding terrain, and its summit is 5,114' above sea level. The igneous material that forms the tower intruded about 40 1/2 million years ago. As the magnum cooled, vertical columns formed. The tower did not become visible until the overlying sedimentary rocks eroded away. The tower was seen in the movie "Close Encounters of the Third Kind."

Friday, May 17, was a shorter driving day. We went from Sheridan to Cody, WY. We crossed the Big Horn Mountains and had to drive through a cloud at the top. Kinda scary! When we arrived in Cody we went directly to the Buffalo Bill Historical Center for a catered lunch. We were then able to enjoy the Center and its different areas, such as Natural History of the West, a Buffalo Bill section, Western Art and Western Photography areas. It has been called the most comprehensive museum of the West.

After we checked in to our hotel and rested a bit, we drove the short distance to dinner at the Irma Hotel, Bill Hickok's oldest hotel. After a tasty buffet, we walked across the street to enjoy a great western show.

Saturday dawned cool and rainy. So we switched "taxies" and rode with our newest Florida Region members, Johnny and Chris Crowell from San Ramon, CA, whose Classic had had problems and they were driving a rental car; fine with us on a day like that. We traveled with Georgia and Carl Hummel from Ohio, two other new members of the Florida Region. Our main destination was Yellowstone National Park, the first National Park in the world, established in 1872. The landscape was beautiful going up to the park, and then we started to see the many geysers along the way. As I had never been here, either, it was quite a sight. We got to Old Faithful just after the geyser had erupted, so we six went off the handsome 100+ year old "Old Faithful Inn" for lunch. We walked out the front door 90 minutes later in time to see the next eruption. It was a beautiful sight!

The weather had cleared up some and the sun was peeking out. The park encompasses an area of 3,468 square miles and Yellow Lake is one of the largest high-altitude lakes in North America. It is centered over the Yellowstone Caldera, the largest super volcano on the continent, and is considered an active volcano.

After Yellowstone, we mosied on down to the Grand Tetons on the way to our night's stop, Jackson Hole, Wyoming. The Tetons are beautiful mountains and the city looks real cute (we were only there overnight, so didn't get a chance to enjoy much of the town.) Dinner that evening was at the National Museum of Wildlife Art.

Sunday would be our last day on the tour, and we rode, once again, with the Crowells. We enjoyed a pleasant ride through Wyoming, a bit into Idaho, and then into Utah for our destination, Park City, the big ski resort. After dinner at the River House, we bid our farewells to friends, old and new (including three from Paris, France, on their first CARavan). We then repacked to get ready for our shuttle to take us into Salt Lake City and our train ride back to Chicago to pick up our car and return to Ohio. The rest of the group continued on to San Francisco to finish the tour there.

Our thanks to Ray and Barb Giudice, Carl Zeiger, Richard Marrs and all who helped make this a very memorable tour.

Ohio Region members present were Gail and Jim Cowin, Carl and Georgia Hummel, J. Dave Johnson, Gene and Ann Nau and Bill and Chris Snyder.



Carl & Georgia Hummel's 1930 Packard 8, Roadster



Classics lined up in front of a CARavan Hotel

The Re-Discover America CARavan . . . continued



Bill Snyder & John Sweney trying to fix John's 1932 Cadillac



David Johnson's 1938 Packard Darrin Conv. Victoria

Arthritis Show, Dublin, OH

July 13, 2013 by Dave Timmons

A number of Ohio Region members brought cars to the 31st Annual Arthritis Auto Show at the Dublin Metro Center. This is the same event where we had our Central Ohio Meet last year. This year's weather was as mild as last year's was unbearably hot, so the returnees were able to experience how pleasant the event could be. It was a compliment to the show and us Columbus Area members that so many out of town members chose to participate again this year.



Dave Heinrich's 1917 Winton (N.C.)



Bob Laughon's 1941 Cadillac



Bob Knight's 1947 Cadillac



Margus Sweigard's 1932 Buick 90



Matt Harwood's 1929 Cadillac

Arthritis Show . . . continued



Tom Sutphin's 1937 Cord Beverly



Dave Timmon's '37 Bentley



Al Truelson's 1947 Cadillac Fleetwood



Dan DiThomas' 1925 Stutz



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Stan Hywet Hall & Gardens to become site of New Concours D'Elegance in 2014



Stan Hywet Hall & Gardens, one of the nation's most iconic residences arising from the American Country Estate movement of the late 19th and early 20th centuries, announces *the Concours d'Elegance at Stan Hywet Hall & Gardens* to be held September 19-21, 2014 on the grounds of the 70-acre historic estate. Stan Hywet is located at 714 North Portage Path in Akron, Ohio.

Completed in 1915 by the F.A. Seiberling family, Stan Hywet is the nation's 6th largest historic home open to the public and is named to reflect the Old English term for *stone quarry*. A National Historic Landmark, the Estate encompasses a 64,500 square foot Tudor Revival Manor House and four other historic buildings plus eight historic gardens.

Stan Hywet Hall & Gardens is prominently linked to automotive history. Seiberling was the co-founder of The Goodyear Tire & Rubber Company, and was active in the establishment of the Lincoln Highway. "There are few settings to equal the elegance of Stan Hywet Hall & Gardens," says David Schultz, the Concours executive director, who previously served as executive director of the Glenmoor Gathering, the precursor to this new Northeast Ohio event.

For more than 50 years Stan Hywet Hall & Gardens has co-hosted an annual Fathers' Day Car Show with the Ohio Region Classic Car Club of America. "That show has been a favorite tradition for three generations of northern Ohioans and will continue with the same format that attracts nearly 400 vintage and collector automobiles and thousands of car enthusiasts," says Linda Conrad, Stan Hywet's president and executive director. "By contrast, the Concours will feature approximately 175 rare, invitation-only automobiles from throughout the United States, bringing a distinctive character and quality to our annual events line up."

"We are in the process of selecting our feature classes for 2014," says Schultz, "but one of our cornerstones will certainly be the great American and European motorcars of the 1920s and '30s."

The motorcars will be the centerpiece of a weekend of time-honored events. Exhibitors, sponsors and guests will be treated to a variety of cultural experiences that truly represent the art of fine living, including uniquely designed insider's tours of the garden, grounds and Manor House; the elegance of high tea, special wine tastings and fashion events; gourmet food selections; and a symphony of musical entertainment set against the historic backdrop. Also on the roster is a countryside automobile tour for exhibitors.

Stan Hywet enjoys a reputation as a hospitality leader, offering the finest guest experience and service among museums nationwide. "We are thrilled to bring this revered automotive event to Akron, which played such a central role in the industry as the home of The Goodyear Tire & Rubber Company, Bridgestone's U.S.A. Technical Center, and which has long been known as the Rubber Capital of the World," says Stan Hywet's Conrad.

According to Schultz, several key members of the former Glenmoor Gathering team will be involved with the Stan Hywet Concours. Schultz notes that Stan Hywet Hall & Gardens has a strong and creative events team with a proven track record. "Simply stated, this is something they do very, very well. They are experts at events."

Stan Hywet offers not only a spectacular venue but a wonderful history and legacy dating back nearly 100 years. Architect **Charles Summer Schneider** designed the **Tudor Revival** Manor House, with Hugo F. Huber as interior decorator. The estate grounds, originally about 3,000 acres, were designed by Boston landscape architect **Warren H. Manning**, and remain today one of the finest examples of his work. The **English garden** was redesigned in 1929 by noted landscape architect **Ellen Biddle Shipman**.

Three English country homes served as the inspiration for Stan Hywet's 65-room manor: **Compton Wynyates**, **Ockwells**, and **Haddon Hall**. The estate also includes a fine greenhouse and botanical garden, the Corbin Conservatory.

In 1957, the Seiberling heirs donated Stan Hywet to a non-profit foundation for its preservation. It is now a historic house museum and country estate, open seasonally to the public – in keeping with the stone inscription above the **Manor House** front, "**Non nobis solum**," meaning "Not for us alone."

Having a new event like the Stan Hywet Concours d'Elegance come to Northern Ohio is certainly welcome, but it shouldn't exactly come as a surprise either. Our state is home to more classic and vintage cars as well as hot rods than any other state in the union, except California.

Henry Leland's Lincoln Room

■ February 4, 1922: Henry and Wilfred Leland sign over the Lincoln Motor Company to Henry and Edsel Ford. The setting is Henry Leland's Lincoln Room in the Lincoln administration building. The Lincoln Motor Car Foundation has had the "signing table" and the side chair on which Wilfred Leland is seated reproduced for display in the Lincoln Motor Car Heritage Museum.



BY DAVE COLE

YOU HAVE undoubtedly seen the photograph reproduced above many times. You have a keen interest in old Lincoln automobiles, so you've read many articles and books about their history, and this photo appears frequently. It depicts a very important moment in Lincoln history: Henry and Edsel Ford signing the papers to take over the ownership of the Lincoln Motor Company from Henry and Wilfred Leland. The Lelands, father and son, had had a distinguished career at the helm of Cadillac until 1917, when they went into business for themselves building Liberty V-12 aircraft engines for the government. After the Great War ended and the need for such engines ceased, the Lelands went back to manufacturing expensive, high-priced

automobiles, introduced late in 1920 as the Lincoln V-8, but their re-entry into auto manufacturing coincided with a post-war economic slump, and their company soon failed and went into receivership. On February 4, 1922, Henry Ford bought the ailing Lincoln Motor Company for \$8,000,000, and this photo was taken on that day.

The "body English" evident here is very telling. A young Edsel Ford, just 28 years old, but president of the Ford Motor Company since his father appointed him in 1919, leans forward confidently, quill in hand, anxious to get on with the signing of the papers. He has the seat of honor here, an elegant high backed chair with the Great Seal of the State of Michigan embroidered on the back. In less than twenty years, his father's auto manufacturing company has grown to be the industry's most prominent, with

Model T Fords comprising about half the cars on the road.

Facing Edsel across the table in a low-backed side chair is Wilfred Leland, who has served as his father's most trusted business assistant for over thirty years, most recently as vice president and general manager of the Lincoln Motor Company. But now, Wilfred slumps back in his chair, beaten and dejected. He and his father had done all they could to avoid this outcome but were unable to evade it. Wilfred Leland was 52 years old, almost twice as old as Edsel Ford.

Behind the signers stand their fathers, Henry Ford on the left and Henry Leland on the right. Ford is 58 years of age here, among the wealthiest of Americans; the eight million dollars he is paying for Leland's company is of little significance to him. He betrays little emotion other than a look of determina-

tion. Henry Leland is 78, twenty years older than Ford, bearded and bespectacled; it's hard to see much expression on his face.

But there is more in this photograph than the four famous auto makers. Behind them, on the wall, are three portraits in various sizes of Abraham Lincoln, sixteenth president of the United States, the Great Emancipator. Above the scone on the wall is a small family portrait of Lincoln with his wife and son. There is ample reason for all this: the signing of the papers took place in Henry Leland's Lincoln Room.

We all know that when the Lelands left General Motors to found their own company, Henry Leland named it after Abraham Lincoln. It was not a random choice. Leland, born in 1843, turned 21 in 1864, and cast his first vote in the presidential election that year in favor of the man he considered the greatest American, Abraham Lincoln. He remained a faithful admirer of Lincoln for the rest of his life, and more importantly, became an ardent collector of Lincolniana, although he never spoke much about it. Even in his biography, *Master of Precision*, written by his daughter-in-law, little is mentioned about his collection.

It occupied a place of honor in the Lincoln administration building, however: a large room devoted to it, just west of the main foyer.

One source of information about Leland's Lincoln Room is an article in the fourth

■ Leland's collection included this gold-headed cane which was given by Mr. and Mrs. Lincoln to Rev. Phineas D. Gurley.



issue of *The Lincolnian*, the employee magazine that Leland started in November, 1918. The February, 1919, issue describes "Some Treasures of the Lincoln Room." It tells of "...pictures that range from his birthplace in the Kentucky hills to a steel engraving of him as president," among many others on the walls. "There are a musket and a saber from the [Civil] war . . . There are cases of books owned by [Lincoln], written by him, or written of him by others who knew of his life. Articles which he used are in this room, and a bronze bust of him holds the place of honor in the center of the room." That bust, sculpted by George F. Bissel in 1893, was pictured on the cover of that issue of *The Lincolnian*. Today, a similar Bissel bust of Lincoln is in the possession of the Lincoln Motor Car Foundation, a donation from Dick Duncan.

The article tells of "two canes in the room, one [of them] made from wood taken from the east wing of the White House when it was remodeled during the [Theodore] Roosevelt administration, the other, a gold-headed cane of black [ebony] wood, was presented by Mr. and Mrs. Lincoln to Dr. P.D. Gurley, the pastor who preached the funeral sermon for their son who died in 1862."

Other significant artifacts in the Lincoln Room included an "old-fashioned ink-pot of wood into which are set two bottles for ink," which had been "used by Mr. Lincoln in his law office in Springfield, Illinois," a "dining room chair used by Mr. Lincoln while president," a musket of the type used

THE LINCOLNIAN



■ The cover of *The Lincolnian*, Volume 1, number 4, for February, 1919, featured a bust of Lincoln by sculptor George F. Bissel.

throughout most of the Civil War, with powder pouch, and a saber of "the sort used by the Union cavalry."

Apparently Henry Leland kept adding to his Lincoln collection: three years after the *Lincolnian* story appeared, another article ran in the *Detroit News* for February 12, 1922. (That was Lincoln's birthday, just eight days after the sale of the Lincoln Motor Company to Ford.) The *News* story recapitulated much of the company magazine's account, but added some new material: "Mr. Leland has canvassed the country for autographs of Lincoln, portraits of Lincoln made by his contemporaries, and books dealing with Lincoln's life." Further, "the collection contains a number of coins and postage stamps bearing the Lincoln likeness," and "an album containing tributes to the Liberator."

The *News* story describes the large portrait of Lincoln which we see in the photo on page 10, with the American flag furled below it, as the "centerpiece of the collection," and a "life-sized

colored enlargement of Lincoln, made from a daguerrotype originally possessed by Mrs. Lincoln." Mr. Leland had the tiny photo, just two inches tall, in his collection, and apparently had had the life-size portrait made from it. It was one of three photographs taken by Matthew Brady at his New York City studio on February 27, 1860, just before Lincoln gave his speech at the Cooper Union which was to gain him the Republican party's nomination for President, and ultimately the Presidency itself. Brady would go on to become the preeminent photographer of the Civil War, the first war to be so extensively recorded in that manner.

Leland was generous in showing his Lincoln collection to others. The *New York Times* says, "the room . . . is visited the year around by persons interested in President Lincoln, and some have contributed souvenirs to the collection. The exhibit is of special interest to school children, since many visit it and copy descriptions of the mementoes. Mr. Leland . . . recently removed a number of the objects to his home, but is returning them to the Lincoln Room so that visitors may have an opportunity to view them. Some of the priceless relics are to be exhibited in glass cases . . . to prevent injury."

After the sale of the Lincoln Motor Company, Henry Leland went into a well-deserved retirement, and lived to the age of 89. After his death on March 26, 1932, the executors of his estate allowed the bulk of his Lincoln collection of "rare autograph letters, documents, personal relics, prints, etc.," to be sold at public auction. The sale was conducted by Chicago Book & Art Auctions on Thursday,



■ Another view of the Lincoln Room, taken Feb. 19, 1932, shows some of the pictures and furnishings. Here, Henry Leland sits at the desk signing papers with William T. Nash, treasurer of the Lincoln Motor Company, in attendance.

June 2, 1932, and consisted of 171 lots. In addition to the letters, documents, photos and prints, there was a piece of surgical bandage that had been used on Lincoln as he lay dying, a fragment of the black broadcloth coat he wore on the night he was assassinated, a leaf from young Abe's arithmetic book, the mahogany dining room chair from the White House, a small leather handbag that had been Mrs. Lincoln's, and several other smaller items. Henry Leland had envisioned his collection as being the nucleus of a national Lincoln memorial collection, but alas, it was not to be.

Automotive Industries magazine noted in its June 18, 1932, issue that the Leland collection of Lincolniana had realized about \$7,500 at auction, but "names of the purchasers were not made

public." The nation was suffering through the very worst of the Great Depression in mid-1932, so the total amount of the bidding was regarded as very good, but one wonders what such a collection would fetch today.

Nonetheless, for those of us who collect Lincoln automobiles and parts or sales and service literature, it is somehow comforting to realize that the man who established the company whose products we enjoy so much was an avid collector, too.

■ Much of the research for this article was done in 2002 at the National Automotive History Collection and the Burton Collection at the Detroit Public Library by the late **Melvin Kettelhut**, a Lincoln-Zephyr Owners Club member who lived in Grass Point Farms, Michigan.

Geauga County Car Tour



1842 Silas Tanner Home



1899 General Store



School Days!



Docent giving a History Lesson



Quiet in the Back!



Scotland Interurban Station on original track



One Room Scotland School



1850 Chester Town Hall

Geauga County Car Tour

August 4, 2013

by Marcia & Gary Rosenthal

On a dry and sunny day, 45 happy, eager ORCCA members and guests met at Heiness store in Chesterland. In attendance were: Dorothy & Jim Battenhouse, Ann & Frank Beard, Lyndsey & Grant Beard, June & Norm Cangey, Wendy & Morrie Dannenhirsh, Jane & Mike Dube, Jean & Jerry Gentner, Kathleen & Bobbie Girardi, Charlee & Richard Heimlich, Dawn & Dave Heinrichs, Pam & Scott Isquich, Norma & Bruce Lapierre, Chuck Lopez, Carol & Gary Posner, Marcia & Gary Rosenthal, Sally Sinclair, Chris & Bill Snyder, Marjorie & George Strom, Vicky & Margus Sweigard, Melinda & Donald Ushcold, Joan Virostek, Mary & Bruce Williams, and Bob Porter.

After breakfast and coffee, we went to the Chesterland Historical Village, where we had a docent-led tour of the reconstructed buildings on the property. Included were the Silas Tanner house, the Thayer General Store, and the Scotland School, where we were taught many interesting

facts about the beginnings of Chesterland and surrounding areas. We also had the opportunity to see the Chester Town Hall and the Scotland station stop on the Interurban Railway, which was actually located on the property and still stands there today.

We then departed for a scenic driving tour through western Geauga county to Chagrin Falls, where we had a reserved area for our cars in the public parking lot. The docents at the Chagrin Falls Historical Society and Museum welcomed us and had prepared special car-related exhibits in our honor. Other Chagrin Falls attractions included the famous popcorn shop, a farmer's market, many beautiful and vintage homes, and of course the famous falls.

We left this lovely town and toured to Bessie Benner Metzenbaum Park in Chesterland for a sumptuous catered picnic. We appreciate that so many attended and from the letters and cards we received, we know everyone had a great time.



Metzenbaum Pavilion



Nice turnout of cars and people



Guests Dave and Melinda Ushold



Picnic tables had room for all



Bruce and Norma LaPierre try out the children's slide



Chagrin Falls Historical Society

Patterson Fruit Farm Car Show

Sunday, August 18, 2013

This annual show in Chesterland is a low key but nice gathering of cars not usually seen at shows in the area. And for once it didn't rain!

When one is tired of looking at cars (is one ever?) there is the nearby store that features homemade fruit pies, jams and jellies, and wonderful muffins and pastries. A scenic drive to get there is in order, as it's on Caves Road, just north of Wilson Mills Road.

CLASSIC CADILLACS



Phil Tobins' 1947 Cadillac



Gerry Gentner's '41 Cadillac



Al Truelson's 1946 Cadillac



1941 Cadillac



Bob Brown's '47 Cadillac



Bill Gehring's 1941 Cadillac

Patterson Fruit Farm. . . continued



Margus Sweigard's '32 Buick



Frank Beard's 1934 Packard



Gary Rosenthal's 1947 Lincoln Continental



George Quay's 1928 Pierce Arrow



Scott Isquick's 1937 Cord



Allen Warner's 1930 Cadillac



Non-Classic but colorful 1928 Packard



Non-Classic dramatic 1929 Buick

ORCCCA July 27th Countryside & Eastern Lake Erie Tour

Hosted by Mike & Jane Dube

We gathered at Heinen's in Chardon, for morning beverages & noshes, and then piled in the cars to start the tour. The first stop was the Fairport Harbor Marine Museum & Lighthouse, the first of its kind on the Great Lakes, where knowledgeable docents discussed the various exhibits and a little about local history. Most of us climbed the lighthouse, even though it was "misting" at the time. After this, we proceeded a short distance into Painesville for an early lunch at the historic Hellriegel's Inn on Mentor Ave. The choices were all good and nobody went hungry.

The next leg began miles of scenic back road fun, marred only by the continuing rain. We passed many nurseries & wineries that seem to dot extreme northeast Ohio. In good time, we arrived at the Ashtabula Maritime & Surface Transportation Museum, where we overlooked a working bulk marine terminal as very thorough docents took us through the many exhibits, featuring the terminal and its loading & unloading tools through the years, and on area surface (railroad) transportation and local history. Like Fairport Harbor, this was a very good stop,

The next stop was a hop, skip and a jump along scenic Lake Erie to Conneaut for the 2013 Dock Fest boat & car show. The all day rains had pretty much ruined their event, but those of us who ventured on to Conneaut, including the three intrepid Classics, got a free barbeque lunch which was surprisingly good. They had their own smoker and obviously knew barbeque. We all had a good time in spite of the weather, which wouldn't you know, began to clear nicely at day's end!

Classics on tour: The Brown's '41 Cadillac 60S, the Truelson's '46 Cadillac 60S & the Dube's '32 Auburn 8-100A.

Non Classics old cars attending included David Miller's 1953 Packard Mayfair & Phil Master's 1983 Buick Riviera convertible.

Attendees included:

Bob & Diane Brown,
Jim & Dorothy Battenhouse
Jerry & Jean Gentner
Bill & Chris Snyder
Al & Diane Truelson
Bruce & Norma Lapierre
Norm & June Cangey
Sally Sinclair & Ted Olson

David Miller
Joan Virostek
Bob Porter
Phil Masters
Joe Platten
Morrie & Wendy Dannenhirsh,
who helped plan this event, and Frank
& Anne Baird were unable to join us.



Fairport Harbor Lighthouse



Ashtabula Maritime Museum



*The wheel house from
the Frontenac Freighter*



Lunch at Hellriegel's Inn



Hungry members waiting for food

Otra Tech Tips

By Len Hummel (late father of CCCA member Carl Hummel)
Taken from a 1962 Ohio Region Publication

How to Avoid a Headache – Getting your Classic ready for a Carefree Tour

- 1) Remove the Battery from the Car.
 - a. Wash it with a water hose, no soap, no soda, just water.
 - b. Clean the battery posts and cables down to bare shiny metal.
 - c. Check the ground cable where it bolts to the frame. Take it off, clean down to the shiny metal. At this point, if your car turns over slowly when it is hot, you might try running an extra cable from the connection at the frame right on to a good ground at one of the starter bolts. DO NOT run a cheater cable from the battery ground to a ground at the starter, and by-pass the frame ground point. That would be hard on light bulbs.
 - d. Have your generator charge rate checked. Bear in mind that a warm battery receives a higher charge rate than a cold one. As a rule, a battery is a pretty tough piece of equipment, and probably only a few years old, so can be replaced without too much trouble. On the other hand, the generator is probably many years old and cannot be replaced easily. So favor the generator. A voltage setting of 7.2 volts and a current setting of 24 amps has worked well for me. From time to time you may have to get the battery charged, but this is easy compared to finding a new generator.

- 2) Cooling System
 - a. Make sure the radiator doesn't leak
 - b. Check hoses, fan belt, and water pump.
 - c. The water pump pumps the water to the top of the radiator. From there it depends on gravity flow through the radiator where it is drawn into the pump again by route of the lower hose. From here – through the engine, and back to the radiator, by route of the upper hose.
 - d. Heating problems are hard to put your finger on, but here are some clues that might help. With the engine good and warm, start with the radiator. Put your hand against it at the top, bottom, and both sides. The temperature should be about the same. If it is much hotter at the top than it is at the bottom, look for a stopped up radiator. If the engine gets hot running down the highway, check the lower hose. It may be drawing together and stopping circulation. Over-heating while the engine is idling can be caused by a missing fan shroud, poor water pump impeller, loose fan belt, or fan too far back from the radiator.
 - e. If you are having trouble away from home, chances are it will be caused from the radiator's being stopped up (stopped up doesn't sound right, perhaps I should say the flow is restricted.) In any event, the water pump pumps the water to the top of the radiator faster than it can flow

through so a certain amount leaves the cooling system by route of the overflow pipe. After this cycle takes place many times, the level of water in the cooling system drops, and then you have a heating problem. An emergency repair can be made enroute by removing the upper hose and placing some type of restriction in it. Here is what you could do to add weight to your repair kit. — Measure the inside diameter of the upper radiator hose—could be any size, from two inch down to an inch and one quarter. Now then, take a block of wood about two inches long, and turn it on a lathe to the inside diameter of the hose, so you will have a snug fit. Bore a hole through it, $\frac{3}{4}$ " for 1-1/4, 1 inch for 1-1/2 and 1-1/2 for 2 inch. It might be a good idea to have several sizes. The theory behind the use of restriction in the upper hose is this. Above, I mentioned that the water pump pumps more water to the top of the radiator than can run through it, thus causing a certain amount to leave the system by route of the overflow pipe. By employing a form of restriction in the upper hose, we can keep a lot of the water from reaching the top tank, and thus keep more of the water in the system. This will cause the engine to run hot, but it will never get so hot as it would otherwise after a large amount of water had been lost. This is not meant to be a permanent repair, only a way for you to get home without too much trouble. There are a lot of items on the market for cleaning the cooling system while driving, but in my opinion, you are trading a headache for an upset stomach. The only real cure is: take the radiator out of the car and into a good radiator repair shop, have it cleaned, and whatever other repairs are necessary. When putting it back on the car, use new hoses, (flex type if possible and they don't wear out the connections at the top and bottom of the radiator nearly as quick) and you shouldn't have any more trouble

To sum up cooling systems, remember:

- 1) The radiator cools the water
- 2) The fan belt drives the fan that pulls in the air that cools the water
- 3) The hoses transfer the water from the engine

to the radiator

4) The thermostat controls the temperature of the water. (Thermostats are like automatic chokes—they get blamed for all cooling system troubles.)

5) Anti-freeze—I prefer permanent—it weighs more, circulates better and cools faster. Methanol based antifreezes are lighter. They do not circulate as well, thus they do not do as good a job of cooling.

6) If permanent antifreeze gets into the oil, you have trouble. It can be repaired by pulling the engine down and cleaning. On the other hand, if the methanol type evaporates, the engine could freeze up and crack the block or head or both. This can also be repaired. Get another engine!

At this point, you have a good battery to start the car and a good cooling system to keep it cool. There are so many things to watch for that it would take forever to write it all. If you are having trouble, here is a check list that might be of some small help to you.

Engine runs rough or surges while driving down the highway can be caused by:

- 1) Carburetor float level set low.
- 2) Main carburetor jets too small.
- 3) Ignition timing advanced too far.
- 4) Intake manifold leak.
- 5) Distributor vacuum advance leaking.

Engine stumbles on acceleration:

- 1) Acceleration pump circuit not working.
- 2) High fuel level in carburetor.
- 3) Dirty air cleaner.
- 4) Ignition timing slow.

Engine miss under load:

- 1) Dirty or worn out spark plugs.
- 2) Defective spark plug wires
- 3) Defective Distributor cap
- 4) Burned valve (generally exhaust.)
- 5) Ignition point gap too wide (sooner or later I had to blame points)
- 6) Carbon deposit on spark plugs, causing pre-

ignition.

Engine rough while idling:

- 1) Carburetor idle mixture out of adjustment
- 2) Spark plug gap too narrow
- 3) Valves adjusted to close
- 4) Burned valve.
- 5) Defective head gasket.
- 6) Carburetor float level too high.
- 7) Carburetor float leaking .
- 8) Fuel pump building too much pressure (not on a Packard 12.)

Engine stops at highway speeds:

- 1) Out of gas.
- 2) Vapor lock.
- 3) Dirt in carburetor, plugging main jets.
- 4) Plugged fuel filter.
- 5) Gas cap vent closed.
- 6) Poor connection between battery and distributor.
- 7) Poor connection at battery .
- 8) Ampmeter.
- 9) Ignition switch.



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CLOCKtoberfest – August 10 – Berea

Rudi and Joan Kamper in German costumes celebrated their Suburban Clock's 60th year in business by having a car show comprised of cars 60 years old or older. Twenty-five cars showed up, with most of them parked diagonally in front of the shop, and the rest in the rear. Rudi and Joan were appropriately attired in german outfits, and were given a proclamation by the mayor. There was also a German band and food at the rear of the shop.

Congratulations!



Steve Perry's 1941 Cadillac 63



Al Truelson's '46 Cadillac Fleetwood, Bob Porter's '48 Chrysler Town and Country, Bob Brown's '42 Packard Limo



Rudi Kamper's 1938 BMW



Norm Cangey's '30 Packard



Rudi and Joan Kamper's 1927 Lincoln



Doug Seybold's 1940 Buick Limited



Dave Heinrich's 1917 Winton Limo

CLOCKtoberfest . . . *continued*



Lunchtime at Suburban Clock



The Line-Up!



German Band entertaining diners



CLOCKtoberfest in full swing



1922 Lincoln, owner unknown



*Rudi, Joan, and son Dolf with Mayor's Proclamation
for 60 Years in Business*



Tom Barret's Moon (NC)



Matt Harwood (L) and George Strom with Matt's 1929 Cadillac

OKTOBERFEST – August 31 – Berea

The annual Oktoberfest in Berea again featured a car show on the fairgrounds, with the usual ORCCCA suspects in attendance. There were also a dozen VW campers, as this has become a regular meet for them. Good food and beer were in abundance, as well as a German band.

CLASSICS



Steve Perry's 1941 Cadillac 63



Allen Warner's 1930 Cadillac



Bob Brown's 1942 Packard



Norm Cangey's 1930 Packard



Al Truelson's 1946 Cadillac Fleetwood



Gerry Gentner's 1941 Cadillac 62

OKTOBERFEST. . . continued

MEMBER'S OTHER CARS (n.c.)



Phil Masters 1984 Buick Riviera Convertible



Tom Barret's 1935 Auburn Replicar



Larry Murray's 1970 Cadillac Fleetwood



Bob Porter's 1960 Lincoln Continental Convertible



George Strom's 1977 Lincoln Towncar won "Longest Car on Field @233", followed closely by the '70 Cadillac and '60 Lincoln



An original 1926 Buick



Dave Heinrich's 1917 Winton



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