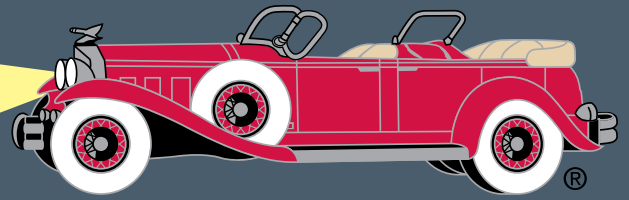


Northern Lights

The Ohio Region
Classic Car Club of America



FALL 2015

SHAWSHANK!



PLUS:
**10 THINGS YOU NEED TO DO FOR
YOUR CLASSIC CAR THIS WINTER**

In this issue:

*Wrongly Accused Man in a Bad Situation:
The Prison Episode
Cloctoberfest!
Fall Driving Tour*

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Message from the Director

This will be my final message as director, with my second term expiring right about the time you read this. To say that it has been an honor to serve as the director of this club would be an understatement and it has been a job that I've enjoyed every step of the way. That's not to say there haven't been challenges, but in the Ohio Region, we've seen continued growth in our membership and we host what is arguably the single most successful event in the entire CCCA: the Stan Hywet Father's Day Car Show. Our members also organize excellent events, ranging from technical seminars to weekend tours that draw participants from around the country. There are many who will claim that the hobby is struggling, that the membership is aging, and that participation levels are dropping. One look at what we do here in Ohio proves that none of that is true.

I certainly can't claim credit for any of this but I do want to express my thanks to all of you who do make things happen. Without the support of the Board of Managers and their tireless hard work behind the scenes, we wouldn't be enjoying the successes we do. They have my most sincere thanks for their dedication.

I am confident that the vision for the future of the CCCA is secure, especially with the addition of earlier cars on the Approved List of Full Classics. Not only will this expand the membership rolls, but it will also bring a new perspective to our events and a greater diversity than ever on tours and on the show field. It was an honor to be a part of the team that brought this to fruition within the club and the change can only be positive.

I will remain an active part of the club and will continue to serve on the Board in the future. As always, I am available to talk about your questions, your concerns, and your ideas as we move into a new chapter here in the Ohio Region. I look forward to seeing you and your Classics out on the road.

David Heinrichs
Director, ORCCCA

Event Calendar

- January 1** Stan Hywet show registration opens
- January 14-17** CCCA Annual Meeting, Detroit, MI
- February 13** Bonfire, Margus and Vicki Sweigard
- February 21** Theater Party, Joan Virostek and Bob Porter
- March 19** Technical Seminar, Harwood Motors



Cover photo by Rich Fink

National Dues are \$70, payable to Classic Car Club of America, P.O. Box 346160, Chicago, IL 60634. Regional dues are \$25 single or \$30 including spouse. One must be a national member to be a regional member and all payments are managed by the CCCA National Headquarters in Chicago. Visit www.ClassicCarClub.org for more information or contact Norm Cangey, Ohio Region Membership Chairman.

EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

My father was an adequate mechanic. This isn't a slight against him, don't misunderstand me. He understood how most of the systems on a car worked, which is the first step in the art and science of the mechanic. And while he didn't have a vast collection of tools (and those he did own were conveniently stored somewhere in the back yard where I had been working on my bicycle) or a lot of hands-on experience, he was nevertheless able to keep his antique cars on the road [mostly], for better or for worse.

Me? I'm a little better. I started earlier and tackled projects before I actually understood that they were too big and too complex for my limited experience. That limited experience turned into a lot of experience, and now I consider myself a serviceable mechanic. Not good enough that I'd take money to do it, mind you, but decent enough to identify problems and, if the solutions involve hand tools and ingenuity, well, I'm confident that I can handle it.

In this hobby, all of us need to have a little mechanical know-how in our arsenal of tools. You don't need to know how to rebuild a carburetor, but you do need to know it's not getting fuel when your car isn't starting. But inevitably, there are issues with old cars that are just too big for most of us to handle ourselves. How big depends on your comfort level, and there's no shame in admitting that it's better for someone else to handle the heavy lifting, because results are what matter.

I thought that this would be a good place to open a dialogue about the guys who keep our prized Classics fully operational. In Northeast Ohio, there are several high-quality antique car mechanics, all of whom have busy shops that are perpetually full. I'm sure you already know their names, and if not, you need look no further than the masthead of this magazine or in the advertising section in back.

But what about the little stuff? Who fixes gauges and clocks? Who diagnoses electrical gremlins? Who

can stitch upholstery and cloth tops from scratch? What about the black magic of alignments on a kingpin suspension? Specialists in the mystical art of antique auto repair

can be immensely useful to us as hobbyists, mostly because much of the equipment on an old car is becoming so arcane that it's no longer mainstream. Today, even carburetors and points ignitions can intimidate the average mechanic. Repairing a fuel gauge that uses a capillary tube? *Forget about it!*

As a result, it's important to support those shops that cater to the unique needs of an antique car, because if they don't, who will? If they aren't hiring young mechanics and teaching them the "old school" way of doing things, the future will lose that knowledge. If those young apprentices aren't taking what they've

learned and opening their own shops that cater to old cars, then we'll eventually run out of experts to whom we can turn for help. Does that scare you like it scares me?

As a club, it's mutually beneficial to have a network of service providers who

can help us when we need them. I would like to start compiling a list of local specialists who have expressed a willingness and the ability to work on our Classic automobiles. How that information will be shared, well, I'll figure that out. In the meantime, however, let's start networking!

E-mail me at Matt@HarwoodMotors.com with your favorite experts in their various disciplines and with their permission, I'll figure out how to make them accessible to us all.

Happy Motoring!



FROM THE PASSENGER'S SEAT

Melanie Harwood, *Co-Editor*

"Don't trust anything he says, boys." These are the first words Diane Truelson spoke to my sons, Cody and Riley. They were five and two at the time. For those of you who know Al and Diane Truelson, you know that she was warning them against her husband's antics! Since then, my kids have learned to trust Diane and keep an eye on her husband. They're smart. I do the same thing! I have the pleasure of knowing Diane and calling her a friend and am confident I could answer the questions without her but I really want this page to be in the words of the passenger we're featuring so here it is straight from Diane!

With whom do you spend most of your time as a passenger?

My dear hubby, Al.

What do you like about the way your driving partner operates their old car?

He always appears to be confident, even if he may not be. He will never let you know!

What makes you the most nervous about the way your driver operates their old car?

There's really nothing that makes me nervous about Al's driving.

If you ride in more than one car, which is your favorite?

We have a 1946 Cadillac and have recently bought a 1931 Cadillac. I enjoy both. I guess it depends on what we are doing such as a tour (not too long) I would choose the 1931, but if it is very hot outside and the tour is long I would choose the 46. I noticed when we took the caravan in West Virginia being the passenger was a hot ride. My feet and legs got a bit warm. And I only rode up front to take the car back to the trailer. On our trip to Columbus, when the weather was 104°, it was better to be in the '46.

What is your most frustrating story as a passenger?

As a passenger on a tour, it's hard to look at the sights and keep track of the directions at the same time. It doesn't help when the driver gets frustrated when I lose track of the directions.



What is your most memorable story as a passenger?

The only thing that comes to mind is our first trip to Columbus in the 104° heat. Stopping for other members' overheating cars several times and the so-called restroom (was actually a broom closet with a toilet stuck in there somehow) we had to use on our way home and there was nowhere else to stop when one of the Harwood boys just had to go! That was one of the trips where the driving was not the highlight.

If your favorite car to ride in could tell us something about you and its driver, what would it say?

I think both of our cars would probably say how well they are taken care of. How much they enjoy being driven by Al. That Al and Diane like to show us off to the kids and adults by letting them get inside and also let pictures be taken with strangers.

When Diane gets out of her car she greets everyone with a hug and a positive energy that is contagious. She has it all covered, including games and some kind of treat for my kids so she is the first person they look for when we arrive. They also know (as does her husband) that she will immediately locate any gift shop in the area. More than once we've had to go locate her when we're supposed to be rolling out of a stop but she is still browsing. Diane is a hero of the passenger seat as far as I'm concerned because she comes to every event with energy and enthusiasm and is prepared for almost anything.

Please feel free to contact me directly to participate in this part of the magazine. I'd love to hear from you. You can email me at Melanie@HarwoodMotors.com or call me at 440-840-7474 any time!

REVIEW: CONCOURS d'ELEGANCE OF AMERICA MOTOR CITY MOJO

There are five major car events that every enthusiast should attend at least once in their lifetime. This is one of them.

By Matt Harwood

If you're a car enthusiast, there are five national events that you should attend at least once: Pebble Beach Concours d'Elegance, Amelia Island Concours d'Elegance, the Hershey National Meet, Scottsdale Auction Week, and the Concours of America at St. John's (formerly Meadow Brook Hall). This year, Melanie and I were invited to display a 1955 Ford Country Squire station wagon from our inventory at



1955 Ford Country Squire station wagon (non-Classic) and 1955 Chevrolet Nomad (non-Classic), part of the "Auto Show 1955" display

the Concours of America. Part of a class called "Auto Show 1955," it showcased the production cars of 1955 in an auto show-like format. Other special classes included Pierce Arrows of the Classic Era, Bonneville Streamliners, Vintage Bentley, Early Japanese Sports Cars, and many others. Other Ohio Region CCCA member Classics on display included Dan Hanlon's 1940 Packard 180 Darrin convertible victoria, Ford Cauffiel's 1928 Stutz BB4 dual cowl phaeton, Joseph and Holly Crea's 1932 Chrysler Imperial, and Lee and Pam Wolff's 1924 Bentley 3/4.5 Litre tourer. ORCCCA members displaying non-Classics included Glenn Hamilton and his 1911 Marmon Model 32 Raceabout and Pamela and Scott Isquick with their 1967 Ferrari 330 GT/S. To be honest, if you haven't attended this show, especially since it's so nearby, you're missing one of the best-run and most diverse events of the

year, one with a distinct Motor City vibe. And it's affordable, too, with admission being a relatively tame \$25 for spectators.

We arrived in Plymouth, Michigan on Thursday afternoon, in time to clean the Ford up and get it ready for the Hagerty driving tour Friday morning. The tidy little wagon looked fantastic sitting outside our hotel and attracted a lot of attention all evening, including serving as the backdrop for a wedding party.

Friday morning we met the rest of the driving tour at the Inn at St. John's, received our briefing, and set off. Apparently the tour isn't limited to just cars participating in the Concours, so there was an incredibly diverse crowd that included a 1929 Franklin, an exceptional 1947 Bentley with bodywork



Handsome 1941 Cadillac 61 (non-Classic) outside the Automotive Hall of Fame

by Franay, two Duesenberg Js, a Steyr 220 cabriolet, and even a pair of Shelby Cobra replicas. Among this distinguished crowd, the cheerful Ford seemed to attract more than its fair share of attention, probably because almost everyone has experience travelling across the country in a wood-paneled wagon.

The tour wound along historic Hines Drive, leading



Extraordinary 1947 Bentley with Duesenberg J Murphy Towncar behind it

directly to Dearborn and the Henry Ford Museum. First stop was at the Automotive Hall of Fame, which was the first time most participants really got a close look at the other vehicles.

The second stop was the highlight of the entire weekend: two laps on the Ford Test Track. The event organizer informed us that cameras and photos were *strictly verboten* and that this was the first time in more than 25 years that any outsiders had been permitted on the track. In fact, he explained that this was *his* first time on the track, and he was the *son-in-law* of the track's manager! Punishment for unauthorized photos was sure to be swift and certain (and, indeed, they had spotters stationed around the track to ensure that there were no souvenir collectors). It was actually quite thrilling to motor the vintage Ford wagon around its homestead, a place where perhaps its siblings had suffered torture and endurance tests back in 1955. And yes, on the way out, we caught a glimpse of a heavily-camouflaged Ford GT supercar, due out in late 2016. No, of course we didn't take any photos.

The final stop was The Henry Ford Museum, a remarkable place to visit even if you're not a car



Dan Hanlon's 1940 Packard 180 by Darrin

enthusiast. Entry was complementary and we were served an elegant buffet-style meal in Lovett Hall, a real treat. We were free to spend the rest of the afternoon exploring the many displays of civilization, technology, and yes, the automobile (including a Bugatti Royale). We found that a single afternoon is far too little time to fully explore this remarkable facility, so we plan to return with our sons for a long weekend sometime soon.

Saturday was filled with a variety of seminars and other event-related activities, but I spent a good part of the day getting the Ford cleaned up and investigating an oil pressure warning light that was obviously giving a false reading, ultimately deducing that it was the sending unit. Remarkably, a replacement was available from the local auto parts store. Saturday evening, we took advantage of pre-parking the Ford on the show field to avoid the Sunday morning rush and discovered



1929 Duesenberg J from the Gilmore Car Museum

that ours was a fantastic spot right by the entrance. Not only did we have easy access to the exit, but it was a great base of operations, putting the entire show within a brief walk. Nice!

The best part of a Concours like this is the vast diversity and quality of the cars in attendance. Because it's an invitation-only event, the display vehicles are carefully vetted and it's an honor to be invited, so you see cars that would ordinarily be hidden from public view in private collections. At St. John's, there was something for everyone, from early electric and steam cars, to European sports machines, to hot rods, to a healthy selection of American Full Classics. Honestly, if you can't find something here that makes your knees weak, then you have no business collecting cars.

Mojo (continued)

Sadly, our Ford didn't win any awards, but awards are not the reason we attend these events. It was truly an honor just to be there and to experience a top-flight event as a participant rather than a spectator. We'll definitely be back. 🚗



Exotic 1937 Bugatti Type 57SC



Massive one-of-one 1909 Austin Model 60 (non-Classic)



Neat 1947 Halter Essex Sprint Car (non-Classic)



Is a Pierce-Arrow hearse a Full Classic? Yep!



An entire class dedicated to Auburn and Cord



1930 Cadillac V16 Murphy convertible sedan (yes, it's a convertible sedan, not a phaeton)

Event Information:
The Concours d'Elegance of America
July 29-31, 2016
The Inn at St. John's, Plymouth, Michigan
www.concoursusa.org

EVENT: MANSFIELD DAY TOUR *JAILHOUSE BLUES*

History and Hollywood meet in a very unlikely place

By Bob Girardi
Photos by Rich Fink

The participants meet at the McDonald's in Medina. After passing out maps and literature we headed south on Route 42 to Mansfield. Along the way we meet Dave and Dawn Heinrichs along with Al and Diane Truelson.

We couldn't ask for any better weather. It was warm and sunny, perfect weather for a Caravan.

We stopped at the McDonald's in Mansfield to join-up with those who drove direct to Mansfield.



PHOTO: MELANIE HARWOOD

Tour arrives at Kingwood Gardens.

It was a short drive down the street to our first stop at Kingwood Center Garden. Charles Kelly King and his wife commissioned the construction of the mansion and gardens in 1926. Following Mr. King's death in 1952, his trust took over to create Kingwood Center Gardens.



PHOTO: MELANIE HARWOOD

CCCA Goodwill Ambassador Al Truelson allows young civilians to experience his 1931 Cadillac



Entering the greenhouse was a display of various live carnivorous plants. Another section of the greenhouse had a very large display of cactus. Another area had a plant with trumpet blooms that hung down over our heads. To the left the greenhouse were various rose gardens in full bloom.

Paths wound all over the hill side from one garden setting to another. From the duck pond a path went straight up the hill with different arrangements of plants, ponds and fountains gardens to the top. Every garden setting had a different theme with plenty of benches to rest. There were so many beautiful gardens that it was hard to pick a favorite.

As we said goodbye to Kingwood Center Gardens our next stop was the Ohio Mansfield Reformatory.



Jailhouse (continued)

The Mansfield Reformatory was opened in 1896 and decommissioned in 1990. Designed by Cleveland architect Levi T. Scofield using three different architectural styles. The front of the Reformatory looks like a mansion which was also the home to the warden.

Our guide showed us through the Reformatory pointing out various items and stories. Inmates were given a job in the wood shop making furniture or the leather shop making shoes. Items made in the Reformatory were shipped to other prisons. The one prison break that was successful if you want to call it a success. The inmate had himself nailed into the crate of shoes. He didn't realize that the crate of shoes was going to

another prison. So much for that one prison break.

My favorite story was about taking a shower on Saturdays. The shower room had a pipe 50 to 60 feet



"Car wash" shower area

long with holes drilled in the pipe for the shower heads. The guide said that they called it the car wash. Inmates would come into the room and hang their clothes on one of the many hooks. The inmate would start at one end of the shower soaping-up and hoping the soap was rinsed off by the end of the line. His next hope was that no one had stolen his clothes, leaving someone else's older clothes in their place.

A number of movies have been filmed at the reformatory, including *Air Force One*, *Tango & Cash*, and, most notably, *The Shawshank Redemption*.

Also a number of ghost sightings have been reported, leading to ghost hunts in the Reformatory.

Next we were off to the Richland Carousel Park opened in 1991. The 52 figures were carved by the Carousel Works of Mansfield Ohio. A ride on the carousel brought back memories of childhood.

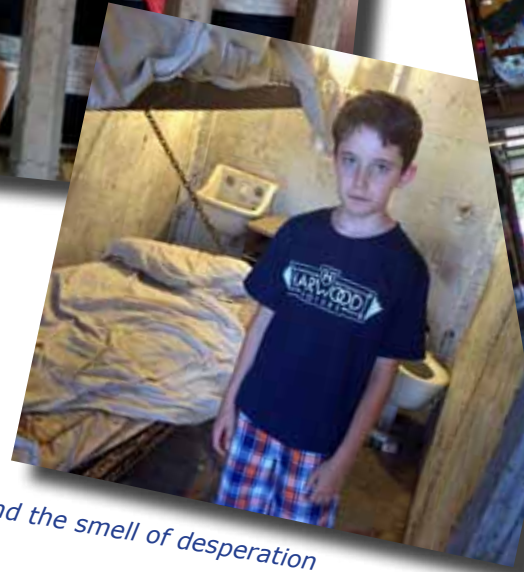
Our final stop was at the Der Dutchman restaurant. The buffets serviced Amish kitchen cooking. There were so many choices that no one went home hungry. To top off the dinner, pieces of pie were served for desert.

On the way out of the restaurant was a second floor of various items for sale.

Next stop home. 🚗



The vision of Hollywood magic...



...and the smell of desperation



Everyone felt young again, if only for a moment



photos continue on page 12



Rich and Kat Fink's 1978 Buick Riviera (non-Classic)



Al and Diane Truelson's 1931 Cadillac Town Sedan



Jerry and Jean Gentner's 1937 Cadillac Series 65 Sedan



The Harwood Family's 1939 Cadillac 60 Special



Bob Porter's 1949 Chrysler Town & Country (non-Classic)

Not shown:

Dave and Diane Heinrichs' 1916 Cadillac Touring
Bob and Diane Brown's 1946 Cadillac Convertible
Mike Dube's Harley-Davidson motorcycle



PHOTO: MELANIE HARWOOD

WINTER CHECKLIST

Things you should be doing to get your Classic ready for winter storage

By David Heinrichs

Winter storage is a fact of life for those of us in northeast Ohio, and the harsh weather can also be hard on our Classic cars. Of course, I'm sure most of them are safely tucked away in heated, protected garages, but that doesn't mean you can just park it and forget it. The day will surely come when the weather gets warm, the sun is shining, and you'll want to go out and fire up your Classic for a springtime drive. To minimize problems and maximize enjoyment, a little preventative maintenance before putting it away can pay big dividends later. Here are a few basic things anyone can do to help their cars better weather the winter months.

1. Check the freezing point of your coolant and top it off if necessary. You can get a hygrometer at your local auto parts store for only a few bucks. Anti-freeze is cheap insurance if the heat fails in your garage during a cold spell.

2. Change the oil (and filter, if applicable). It is incorrect to assume that keeping the old oil in there until spring is the best choice. Old oil has acids and moisture already suspended in it, acids that can start to attack bearing surfaces during prolonged storage. Instead warm the car up a bit to make the oil flow easily, then drain and replace with fresh oil of the proper type. Run the engine again briefly to circulate the fresh oil throughout the engine.

3. Check the lubrication levels in the transmission, differential, and steering box. This takes a little ingenuity, but it's not tough. Use a hand-held pump to squirt lubricant into each of these systems until it starts to dribble out the fill hole. Then you know it's full.

4. Check the brake fluid in the master cylinder. If your Classic uses hydraulic brakes, I'm betting that you don't even know the last time you changed the

fluid. Some brake fluids like silicone-based DOT 5 are designed for older cars and can last for years, but letting the system get low on fluid can allow moisture into the system. Make sure it's filled to the proper level.

5. Inflate the tires. In fact, if you're storing the car without taking the tires off the ground, fill them to 60 PSI to prevent flat spots in storage. Just remember to take them back to recommended pressures in the spring.

6. Grease the chassis. On old cars, there are often dozens of grease fittings that need to be properly lubricated. Make sure you find them all and give them a shot of the proper grease. This will alleviate sticking parts when you bring the car out of storage and helps protect against rust.

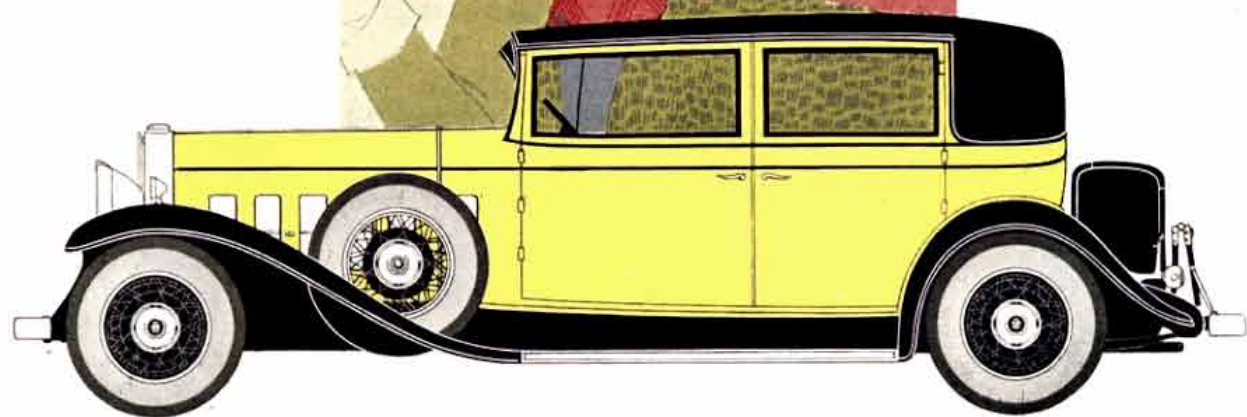
7. If you have a lead acid battery, make sure it is topped off with distilled water. Regardless of what kind of battery you are using, make sure it is fully charged and either keep the car on a trickle charger all winter or disconnect the battery cables. Now is a good time to clean the battery cables as well.

8. Fill the fuel tank and add stabilizer. I use and recommend Marine Sta-Bil, which seems to prevent the fuel from absorbing moisture. The discussion of ethanol-based fuels is much too long to cover here, so I'll only say that if you can find non-ethanol fuel to use during storage, do it. If not, use a stabilizer and make sure the tank is full to prevent moisture accumulation.

9. Wash and wax the car. You've already done this, haven't you?

10. Cover the car. Car covers don't need to be expensive; all they need to do is protect the paint from debris, animals, and accidental bumps and bruises while in storage. 🚗

Cadillac V-8 prices range from \$2695, f. o. b. Detroit—with G. M. A. C. terms available on all body types. The model illustrated below is the V-8 Town Sedan, with coachwork by Fisher.



For many years, the Cadillac Motor Car Company devoted all its energies to the perfection of a single product—the Cadillac V-8. Until 1927, Cadillac's entire reputation as a master builder was based upon this car. This fact has never been forgotten; and though the Cadillac line now includes three other distinguished cars—the

La Salle, the V-12 and the V-16—the V-8 is built, to this day, as if it were the sole protector of Cadillac's good name. In fact, no eight-cylinder Cadillac ever produced could compare with the present V-8. Yet, due to a vastly enlarged manufacturing program, this finest of V-8 Cadillacs is priced as low as \$2695, f. o. b. Detroit.

CADILLAC V⁸₁₂₁₆

Hearst's International-Cosmopolitan for October 1931

FEATURE: 1931 CADILLAC 355A TOWN SEDAN

A LONG TIME COMING

It took a few years, but this 1931 Cadillac is the realization of a long-term dream

By Matt Harwood

If you ask Al Truelson what he was looking for when he found this 1931 Cadillac Town Sedan, he'll tell you he didn't rightly know. He wanted something from the early '30s, a Full Classic of course, something with at least eight cylinders, and not so perfect it needed to be protected in a trailer but that was a finished car ready to enjoy. A reasonable price would be nice, but finding the right car was more important. Packard, Cadillac, Lincoln, Buick, whatever; he was confident that he would know the right car when he saw it.

And all it took was a little patience.

A few potentials showed up here and there, a 1932 Buick 90-Series, a 1934 Packard 1101 sedan, but none talked to him, and the talking part was important. Again, he knew the right car would present itself in the fullness of time.

In May 2014, he found the right car in the collection of fellow ORCCCA member Bob Leibensperger. Bob had acquired the '31 Cadillac from Bob Lewis, the fellow who restored the car back in the 1960s and the man whose initials still appear on the front doors.



Lower, sleeker grille, big headlights, Pilot ray. Hood goddess was a \$20 option

When we talk about high-quality older restorations, this is exactly what we mean. The Cadillac won its AACA National First Prize in 1963 and its CCA Senior in 1966 at the Michigan Grand Classic (#288), a pretty impressive pedigree no matter what kind of car

you're talking about. Since then, it's been very well maintained, mellowing into the ideal tour car, a very attractive and reliable machine that still stops people in their tracks as it rolls past.

The Cadillac Town Sedan is arguably the most attractive 4-door model that year, a close-coupled sedan on a spacious 134-inch wheelbase. Ostensibly designed for the owner/driver, it has luxurious accommodations for five in a cozier, more intimate

continued on page 18



Email us: NorthernLights@ORCCCA.com



1931 Cadillac 355A Town Sedan
Owners: Al & Diane Truelson, Litchfield, Ohio

Long Time (continued)

style than the standard 4-door sedan. Truelson notes that the rear seat is almost ahead of the rear axle, improving ride quality for rear seat occupants and the



blind rear quarters make it feel private and secluded. It's also one of the few designs of the early '30s that included a standard trunk, making it a direct ancestor of today's 3-box design, which is perhaps why it still looks so right to our modern eyes.

Despite the country's growing financial woes, 1931 was a big year for Cadillac. The magnificent V16 had been introduced just a year before, but the engineers from Detroit weren't done yet. A wonderful 370 cubic inch over-head-valve V12 joined the lineup in 1931, giving Cadillac the widest variety of engines in the luxury market. Nevertheless, 355A V8 models received significant updates, including an all-new frame that was designed to improve ride quality with relocated springs. The radiator was dropped in the chassis, leading to a lower hood line and an overall sleeker profile, and an intake air silencer was added to make the smooth V8 whisper quiet. The flathead also sported sheetmetal covers over its spark plugs, obviously



designed to visually tie it to the overhead-valve V12 and V16. Headlights shrank by an inch in diameter, but they are still massive, and an emblem hangs between them identifying the engine living within. Nevertheless, sales continued to slide, with 1931 355A production ending at just 10,717 units.

The Town Sedan body was one of six styles offered by Fisher on the 134-inch chassis, four sedans and two coupes; if you wanted an open car, you had to spring for Fleetwood coachwork. The Town Sedan is 203 inches long and weighs 4675 pounds, so it's a very substantial car and looks impressive from any angle. Truelson's car is painted Heather Gray with Black fenders and moldings and Crimson wheels and pinstripe, a catalog combination that has timeless appeal.

Interiors were still trimmed with the finest materials available, and remarkably, it appears that the interior of Truelson's Town Sedan is almost entirely original. Some careful automotive archaeology suggests that the blue-gray bedford cord upholstery was the original color, with the tan areas simply being formerly blue-gray wool broadcloth that has faded over time. A glance in covered areas, such as on the headliner under the sun visors, quickly confirms that these areas were once the same color as the seats.

Overall condition is impressive, with signs of age and use, of course, but for many enthusiasts, there's an undeniable appeal to a car that has not been altered or restored. The carpets have been replaced at some point using materials and colors that are surely quite similar to the original and workmanship is exactly right. Numerous luxury-oriented details include the woodgrained window moldings, delicate silk shades on the rear window, and a couch-like back seat that includes armrests center and outboard.

For the driver, there's a full set of instruments in a lovely center panel. Slender needles sweep across big, bold numbers and this marks the beginning of interior styling at General

Motors, because there's no surface that hasn't been sculpted, covered in burl walnut woodgrain, or given a brushed finish. Knobs and switches are minimal, with the two flanking the ignition key controlling the spark advance and the choke, which Truelson says the car never needs. To the left of the steering column there are two smaller switches for the electric windshield wipers and the instrument lights and an auxiliary switch for the Pilot Ray up front. Controls for the headlights and hand throttle remain on the steering wheel hub.



You may also notice a few non-standard controls in this Cadillac's cockpit. There's a steering column-mounted turn signal switch, which is familiar enough to all of us in old cars, and then there's the trigger-like apparatus on the gear shift and the large, round plunger just to the left of the steering column. These controls are for the Borg-Warner overdrive unit cleverly installed by Bob Leibensperger. Replacing the original (and problematic) electric solenoid controls with cables, rods, and bell cranks, Leibensperger has created a bulletproof reliable system that absolutely transforms the car's character. Simply push in the large round plunger to activate "Free-Wheeling," which is required for overdrive operation. Accelerate to about 30 MPH, pull the trigger on the shifter, and briefly lift off the accelerator, and the overdrive shifts into gear almost imperceptibly. With the overdrive engaged, the big sedan is happy cruising at 55-60 MPH without seeming to work very hard. To disengage, simply press in the clutch. A simple, clever, and reliable system that vastly improves touring comfort.

Cadillac's 353 cubic inch flathead V8 offered continued improvements in smoothness and performance, and at 95 horsepower, it remained competitive with the mid-priced luxury field. Designers were discovering that machinery could not only be reliable and powerful, but also beautiful, so there are numerous details in the engine bay that show an artist's touch. The aforementioned spark plug covers are one item, and you'll note the carburetor cover and wonderfully ornate air intake/filter/silencer assembly. Fuel and oil lines are bright copper and the distributor cap is original Bakelite (AKA Unobtainium). Remarkably, the Cadillac V8 uses aluminum extensively, including a lovely cast

continued on page 20



Interior is remarkably original

Long Time (continued)

crankcase to which the iron cylinders are bolted as well as the cooling fan up front. And as on big brothers V12 and V16, the coil is up high where it won't get hurt. It has a muscular V8 burble from the tailpipe and a pleasant mechanical symphony from ahead of the firewall, although at speed with the overdrive engaged, its voice is barely a whisper.

Cadillac invented Synchronesh, so of course this '31 has it, and of all the systems on the car, this feels the most modern. Shifting is effortless. Tall 4.75 gears in back mean that it is



happy to idle at a walking pace in high gear, and the overdrive makes those tall gears all but irrelevant at speed. Braking is effective, though the brakes are still mechanical at all four wheels. Truelson's car sits on optional 18-inch wire wheels (19-inch wood artillery wheels were standard-issue) that cost \$240 including the dual sidemounts and a trunk rack.

"I just want to keep it as nice as it is today," Truelson says. "As long as it doesn't deteriorate on my watch, I'm OK with that." Given the attention to detail that he shows all his vehicles, I don't think that'll be difficult and in the meantime he has one of the most desirable 4-doors of the early 1930s that also happens to be an outstanding tour car.

Sometimes biding your time and waiting for the right car to come along is the smart choice, and Al and Diane Truelson's 1931 Cadillac is proof. 🚗



A 1931 Cadillac Town Sedan was Eliot Ness's vehicle of choice in the early 1950s TV series "The Untouchables"

SPECIFICATIONS

Year:	1931
Make:	Cadillac
Model:	355A Town Sedan
Engine:	353 cubic inch monoclock V8
Horsepower:	95
Transmission:	3-speed manual, synchronesh
Gear Ratio:	4.75:1
Wheelbase:	134 inches
Brakes:	Mechanical 4-wheel drum
Wheels:	18-inch wire wheels
Tires:	7.00-18 Firestone wide whitewall



Owen Nacker Engine Designer



Owen Milton Nacker is the man most directly responsible for the magnificent overhead valve Cadillac V12 and V16 powerplants of the early 1930s. Remarkably, he started his career as a consultant to the Brush Motor Car Company and later joined Howard Marmon. He was part of the team that worked on the early development of the Marmon Sixteen, but in 1926, was recruited by Cadillac general manager Lawrence Fisher to head up the development of an all-new powerplant designed to propel the largest, most luxurious cars ever designed.

Working in extreme secrecy, Nacker and his team designed the Cadillac V16 and V12 simultaneously, and there are many historians who feel that the Cadillac V12 was a kind of decoy, ostensibly designed to deflect knowledge of the V16's very existence. The two engines used wide interchangeability, and with the rest of the industry (with



the notable exception of Marmon) pursuing V12 designs, it seemed a natural choice. To further camouflage the development of a sixteen-cylinder engine, most of the blueprints and purchase orders referred to the V16 as "Bus" or "Coach," which led to speculation that Cadillac was assisting in design work for one of the other GM divisions.

However, all the innuendo vanished instantly when the Cadillac V16 debuted in 1930. The engine was a remarkable piece of engineering, involving state-of-the-art overhead valve head design, a 45-degree V-angle to make it fit under a narrow hood, and 5.5:1 compression for more power. The result was a 3x4-inch bore and stroke, 452 cubic inches, and 175 horsepower (dynamometer testing suggests the actual number was closer to 200). The engine could move the biggest of limousine bodies without apparent effort and with all sixteen cylinders firing, it was as smooth as an electric motor.

But there was more to the V12 and V16 than just horsepower, and this is where Nacker's genius really showed: they were simply beautiful to look at. In an era where the concept of design for its own sake was still relatively new, Cadillac's new engines were designed to be displayed. The crankcase is a lovely aluminum casting, the spark plug wires were hidden in looms inside the V, and the valve covers were lovely black enamel and polished aluminum sculptures. Any visible component was chromed, polished, enameled, or covered in shiny black porcelain, and all the wiring and plumbing was hidden out of sight. Nacker knew that Cadillac owners would not only appreciate the bodywork and interior appointments, but that the beauty of the engine would also help justify the car's price tag.

We see echoes of his philosophy today, an era in which almost every production car engine is enshrouded in plastic covers to give the hardware a finished, complete look. Would today's engines be as appealing without Owen Nacker's vision?

-Matt Harwood

EVENT: CLOCKTOBERFEST!

MY FAVORITE THINGS

A celebration of clocks, cars, and history in lovely downtown Berea

By Joan Kamper

Sometime between the the last two Great Wars, a smachinist from Solingen, Germany named Karl Schleutermann came to work in Cleveland. He settled in the charming little town of Berea where there were nice people and a college for the education of his children. Karl became famous for building giant cuckoo clocks throughout the United States. Before the Second War, Karl's brother, a baker, followed him to the US. Luckily, neither of the brothers were involved in any battles in Germany, but life was not easy with cities in ruin.



Rudi and Joan Kamper's massive 1912 Mercedes-Benz landaulette (non-Classic) in front of their store, Suburban Clock

After the war, Rudi Kamper, Karl's nephew, came with his sister to settle in the US to help both uncles and to find jobs, because good jobs were scarce in Germany at that time.

Karl, the uncle in Berea, started repairing clocks along with his son-in-law in the garage. Soon they opened a store and sold clocks along with doing clock repairs. About this time Rudi came to Berea to live with his sister and spent his free time learning clock repair. Even though Rudi was a trained baker from Germany he preferred working in the tank plant and



CLOCKTOBERFEST's hostess, Joan Kamper with her husband, Rudi, tending shop in the background

spending "time" repairing clocks.

Rudi and his wife, Joan, eventually bought the clock shop and Rudi and Joan's son, Dolf, grew up with clocks and other interesting mechanical things. When the 50th anniversary of Suburban Clock came around, Rudi, Joan, and Dolf decided that it would be nice to thank the city of Berea, good friends, and customers by having a celebration or *CLOCKTOBERFEST* to highlight the event. We all thought it would be a good thing to share our favorite things – cars, clocks, nice music, a little history, pop corn, childrens' crafts, German brats, and, of course, plenty of beer, everybody's favorite German beverage.



Cars lined up outside of Suburban Clock (left to right): Norm Cangey's 1930 Packard, a 1929 Ford Model A (non-Classic), a 1924 Dodge truck (non-Classic), a 1948 Ford pickup hot rod (non-Classic), and the Harwood Family's 1941 Buick 90 Limited



David and Dawn Heinrichs brought their 1915 Detroit Electric (non-Classic) and 1916 Cadillac touring

This year, the late August weather was cooperative, the company was excellent, and the music was traditional. There were baked goods from the bakery next door to Suburban Clock, and plenty of games for even the youngest attendees. More than a dozen antique and Classic automobiles showed up, all given sports of honor along Front Street, where they obviously drew a crowd.

Clocktoberfest has become an ORCCA tradition, one that celebrates history, both that of some of our members and of all things mechanical. Make plans to join us for Clocktoberfest in 2016! 🚗



Another view of the Kamper's remarkable 1912 Mercedes landaulette



Dolf Kamper shows off Suburban Clock's collection of traditional German cuckoo clocks—the largest in the US!



EVENT: FALL DRIVING TOUR
BRIGHT COLORS

Thirteen Full Classics showed up for the final driving event of the season

By Bob Porter

On Sunday, October 25, thirty seven ORCCCA members and guests met at the McDonalds Restaurant in Brunswick at Route 303 and Interstate 71 for the start of the Club's annual Fall Tour. This year, the tour included parts of Hinckley Reservation, Richfield, Peninsula, Cuyahoga Falls, and ended in Valley View, where we had lunch at the *Quaker Steak and Lube* restaurant.



Orphans on tour: Heinrichs' 1917 Winton limousine, Yoder's 1930 Packard 833, Dube's 1932 Auburn 8-100A

Although rain threatened early, the sun came out as we started the tour. It was a 40 mile trip, which took us an hour and a half, mostly on scenic Route 303 and Riverview Drive.

Those who thought Ohio was flat were pleasantly surprised by how hilly this area really is.

There were 13 Classics on this tour, the oldest being Dave Heinrichs' 1917 Winton limousine. All made the occasional steep hill without a problem, other than having to downshift to a lower gear near the crest.

There were also several newer vehicles in the group. I started out with my 1948 Town and Country sedan, but the transmission started acting up before we got



Packards on tour: Wolff's 1940 Packard 180 formal sedan, Johnson's 1941 Packard 160 convertible coupe, Keller's 1940 Packard 160 convertible coupe



Cadillacs on tour: Truelsons' 1931 Cadillac, Gehring's 1941 Cadillac 60S, Brown's 1941 Cadillac 60S

out of town, so I took it home and returned in my recently-acquired 1977 Lincoln Continental Mark V coupe (non-Classic). Fortunately, the transmission repair turned out to be something small and simple.

Steve Yoder had a spiffy-looking Mercedes-Benz 560SL convertible. Both cars might be thought of as "modern classics".



Dannenhirsh's 1936 Buick 80 sedan



Gentner's 1941 Cadillac 62 sedan



Cangey's 1930 Packard 833 phaeton



Porter's 1977 Lincoln Continental Mark V (non-Classic)



This handsome 1956 Cadillac 60S (non-Classic) also joined the tour



Dining at the automotive-themed Quaker Steak & Lube

Many thanks to Bobby Girardi for introducing us to the Hinckley Reservation, to Phil Masters for being my co-pilot and helping plan the tour, and to Joan Virostek for suggesting ice cream as a final touch to the meal. 🚗



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MEN'S FLEECE VEST	F226	XS-4XL	Black, Light Royal, Pearl Grey, True Navy	\$48.00		
WOMEN'S FLEECE VEST	L226	XS-4XL	Black, Dark Fuchsia, Light Royal, White	\$48.00		
MEN'S FLEECE ¼ - ZIP PULLOVER	F218	XS-6XL	Black, Forest Green, Iron Grey, Maroon, True Navy, True Red, True Royal	\$54.00		
WOMEN'S FLEECE JACKET	L217	XS-4XL	Black, Forest Green, Iron Grey, Maroon, Pink, Teal Blue, Navy, Red, Royal, White	\$54.00		
MEN'S LONG SLEEVE DENIM SHIRT	S600	XS-6XL	Faded Denim	\$55.00		
WOMEN'S LONG SLEEVE DENIM SHIRT	L600	XS-4XL	Faded Denim	\$55.00		
YOUTH HOODED SWEATSHIRT	18500B	S-XL	Ash, Black, Cardinal Red, Carolina Blue, Charcoal, Dark Chocolate, Forest Green, Garnet, Gold, Irish Green, Kiwi, Lt Blue, Lt Pink, Maroon, Navy, Orange, Purple, Red, Royal, Sport Grey, White	\$40.00		
UNISEX CREW NECK SWEATSHIRT	92000	XS-3XL	Black, Charcoal, Forest, Maroon, Navy, Red, Royal, Sapphire, Grey, White	\$40.00		
WOMEN'S CLASSIC POLO	8530	XS-3XL	Baby Blue, Black, Burgundy, Cardinal, Chocolate, Cornflower, Indigo, Jade, Leaf, Navy, Pink, Purple, Red, Royal, Silver, Stone, Tangerine, White, Yellow	\$38.00		
MEN'S CLASSIC POLO	8535	XS-6XL	Baby Blue, Black, Burgundy, Cardinal, Chocolate, Cornflower, Forest Green, Graphite, Heather Grey, Indigo, Jade, Leaf, Navy, Purple, Putty, Red, Royal, Silver, Stone, Storm Blue, Tangerine, White, Yellow	\$38.00		

TOTAL THIS PAGE \$



ORCCCA Gifts & Apparel

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TOTE BAG	B118	15.75" tall 13.25" wide 3.5" deep	Black, Bright Orange, Navy, Turquoise, Purple, Sangria, Shock Lime, Tropical Pink	\$38.00		
LARGE CANVAS TOTE	RH35	16.5" tall 14" wide 9.5" deep	Black/Natural, Navy/Natural, Forest/Natural, Brown/Mocha, Riviera Blue/Natural, Maroon/Natural,	\$66.00		
6-PACK COOLER BAG	BG87	7.25" tall 8.5" wide 5.5" deep	Black, Gold, Navy, Red, Royal Blue	\$30.00		
12-PACK COOLER BAG	BG89	8.75" tall 12" wide 8.75" deep	Black, Gold, Red, Royal Blue	\$38.00		
ROLLING COOLER	BG119	14" tall 14" wide 11" deep	Black w/Black, Black w/Red, Black w/Blue	\$88.00		
STADIUM BLANKET	BP80	50" x 60"	Black, Brown, Dark Green, Maroon, Midnight Heather, Navy, Red, Royal	\$45.00		
FOLDING CHAIR WITH CARRYING BAG	7050	32" tall 34" wide 20" deep	Royal Blue with CCCA logo *chairs require additional fees for direct shipping	2 for \$85 or \$45 each		
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