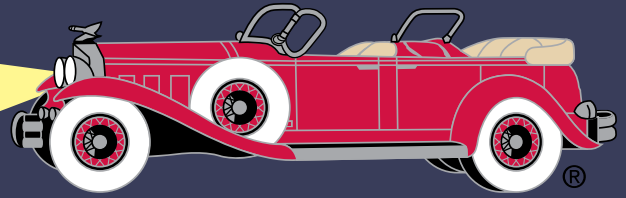


Northern Lights

The Ohio Region
Classic Car Club of America



FALL 2017



***Hi-Tech Lighting for 6-Volt Cars
Two 1-Day Tours***

***A-C-D Club Visit
Don't Get Scammed!***

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Kat Fink, PR, website, cheerleader

Message from the Director

You're going to hear a great deal about revised judging standards in the coming months. There have been a lot of rumors and discussions about these changes, and a lot of disinformation has already circulated through the club. Here's some rumor control and facts regarding the changes that are coming to the CCCA judging process.

Melanie and I attended the Annual Meeting in Reno last April and at that Grand Classic the first small changes were introduced, including a new score sheet. The revisions are designed to streamline the process and reduce errors, a change that many of you will surely welcome. For instance, instead of having a score for chrome on the front of the car and a separate score for chrome on the back of the car, there's one score for all the exterior chrome. No more putting a deduction in the wrong place only to realize you have to change it when you get to that section of the form. This alone was probably the source of a great many errors, particularly when time is tight and you only have a few minutes to score a car.

The second change is judges' ability to discuss a car as they worked. Previous rules are firm: absolutely no talking during judging and if you have a question, you take it to your team leader. This rule was ostensibly designed to keep judges from interfering with one another's scoring and to keep the process impartial. However, the National Head Judge, Steve Babinsky, has said that questions and answers between judges are now permitted during judging. This does not mean that one "expert" judge should run a monologue indicating every defect on every car, but it does mean that if you have confusion about a certain component, you can discuss it with your fellow judges. I suspect this rule will need some monitoring and some strict guidelines, and will likely cause some friction until such guidelines are established.

It's important to note that at the moment, these are the *only* rule changes that have gone into effect and they are still at the discretion of the regional head judges at local events.

Other changes are likely forthcoming, most of which are driven by the fact that many people believe the CCCA is handing out far too many 100-point scores. Mr. Babinsky was vague at the Annual Meeting about what these future changes might be, but there's a growing concern that the club is judging itself into irrelevance by awarding so many high-point scores. Changes will surely be aimed at reducing that tendency and will likely include adjustments to judging standards, improved judge training, and stricter guidelines.

There is considerable disagreement regarding these policies and their necessity. The complaints I have heard

include: 1) lack of national discussion regarding rules changes, 2) Mr. Babinsky's status as a professional working within the hobby, which can be construed as a conflict of interest when he also acts as National Head Judge, 3) the ability of judges to speak during judging, 4) this club is about fun, not a quest for perfection, and 5) whether a 100-point trophy can (or should) be "bought."

This situation will not be resolved quickly nor easily. There will be a great deal of discussion and disagreement. Members have already resigned from the National Board and others have quit the club entirely over this subject. I think that if you are someone who participates in the judging process, either with your car or as a judge, you should spend some time thinking critically about the current judging process and what, if anything, might be done to improve it. Your opinion will matter and the club will need your input to find a path through the minefield.

I have thought carefully about coloring your thoughts with my own in this column. If you know me, you know I have very strong opinions about judging standards, both current and proposed, and I think that the proposed changes can only benefit the club in the long term. I will not elaborate on my personal opinions here other than to say that if we wish for the CCCA to be the premiere club for these exceptional vehicles, our judging must also be exceptional and the knowledge base on which it is founded should be exacting. Being able to fill a club magazine month after month with 100-point cars speaks to the quality of the judging, not the cars.

You will undoubtedly hear rumors, read letters to the editor and the Board of Directors arguing both sides, and see changes in the way judging is conducted at Grand Classic events. I encourage you to keep an open mind and take time to consider all points of view; they are all valid. Your opinion matters and I suspect that a time will come when you will be asked to state your opinion, most likely in the form of a club-wide national ballot issue. There is more at stake here than just simplified judging forms; it goes to the core of who we are as a club and how we wish to represent ourselves and the vehicles we cherish, now and in the future.

If you have questions or wish to discuss this, or would like to hear my unvarnished opinion on the subject, my contact information is on the masthead.

Matt Harwood
Director, ORCCCA

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*.

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EDITOR'S LETTER

Matt Harwood, Editor-In-Chief

I'm frustrated. Acting as both club director and as editor of this magazine, as well as the numerous other jobs that Melanie and I supervise within ORCCCA can be incredibly demanding. While we love the club, the cars, and the friends that we've made, it's tough to keep up.

With two school-age children, a growing business that is incredibly time-consuming, and the normal demands of life, we're finding that our ORCCCA responsibilities often get pushed to the side. That isn't fair to you, because all Melanie and I have ever wanted to do was make this club all that it was when I was younger and enjoying it with my parents. As I've said many times before, we can't do it alone, but sadly, it appears that's what's happening. I'm positive that it is not intentional, but the net effect is the same.

I receive publications from other CCCA regions, and I continue to be inspired by their work. A recent magazine from another region shows three featured cars, two events, and one fairly comprehensive technical article. But what impressed (and surprised) me most of all was that the editor's name was only on the masthead, not on every single article. Those clubs are participating. Members are active. They care.

I've begged, I've cajoled, I've offered to travel all over the state to visit you and your cars, to take photos, and to get you and your car into the magazine. My free time is incredibly scarce, but I give it freely to fill this magazine and serve this club (*this magazine you're holding is the product of about 50 hours of my spare time, time I didn't spend with my kids or working on my car or sleeping, because I do a lot of this stuff at 1 or 2 AM after my other responsibilities are met*). Sadly, nobody has answered the call outside of friends whom I knew would make themselves available when I called them as a last resort. To date, only one other member (whose car is on the front cover) has contributed any substantial content since I took over the editorship. In my opinion, it is flat-out unreasonable for one person to write every single issue of this magazine from cover to cover. There is no diversity, there are no different opinions and viewpoints, no fresh knowledge, and no recording of history. You get me and only me, and even though I like to think I'm pretty good at this, that's just not right. I am saddened and frustrated not just because I'm doing all the work, but because *nobody seems to care*.

A recent issue of another region's magazine featured not one but *two* Ohio Region members' cars—the editor

felt obligated to point out that it was not, in fact, an Ohio Region publication. More frustrating was the fact that those articles were written by the *members themselves*, not the editor. It seems that ORCCCA members are happy to contribute stories about their own cars for publication, just not for their home region magazine. I understand that those members are also members of a second region, I realize that they were there for an event and it was simply a matter of porpinquity that the articles were written, but it was incredibly disheartening nonetheless. Where are the Ohio Region members contributing to this magazine the way Michigan Region members contribute to theirs? They're no busier than you are.

Melanie feels equally frustrated and tired. She's organized tours, coordinates Stan Hywet each year (have you ever seen it run more smoothly?), and does things like maintaining the website, gathering sponsorships for the club and the show, and acts as a backstop for events that may need some extra help. She's always there with expertise or manpower and she flat-out makes things happen. We're incredibly lucky to have her around, something I've known since before I married her.

This is not a plea for expressions of gratitude, because that's not an issue—club members are exceptionally grateful for what we do and they make sure we know it. Instead, I'm saying this because the club is starting to simply assume that Melanie and I will just handle everything. That, too, is exhausting. When a club member suggests a great event but when he starts to plan it he calls me to ask, "*Can't Melanie just do it?*" I get pretty upset. It isn't her job.

It's *YOUR* job. If you're a member, you owe it to the club to participate however you can. Step up! *Please!*

The Ohio Region has lost its way. We're among the largest and most profitable, yet we have the lowest participation rates and least support from our members. Does this sound harsh? I'm sorry if it does. But it's a wake-up call to all of you who need to realize that if you don't participate, who will? This is the Classic Car Club of America.

If you're a member, it belongs to *you*. Get busy!



JORDAN
Happiness at \$1695
WELL—I still want that Playboy! You can talk all you want to about the comforts of the closed car—but give me the air.
I'm not old enough yet to talk about how old I am. I want a Playboy—that's the truth. If it's gray I want red wheels—if it's red you can make them red, too.
I want to go somewhere—somewhere I'd like to be. If there are a couple of pals hanging around who want to go with me they can sit in the swanky seat—just as long as they don't talk to the motorist.
Now, I can get a Jordan Playboy for \$1695—and it's an Eight of course.
JORDAN MOTOR CAR COMPANY, Inc., CLEVELAND, OHIO

Delco AUTO RADIO
NO PUSH-BUTTONS!
—NO DIAL FUMBLING!
with Exclusive **ELECTRO-TUNER Control**
It's almost insanity... each time you touch the Electro-Tuner with a finger tip, a new station is "trapped" and tuned in for you!
The Electro-Tuner—exclusive to Delco—is a remarkable achievement in power electronics. It belongs to auto radio in fact, truly automatic tuning... it makes obsolete the very latest types of push-button tuning, and even makes manual tuning unnecessary.
No Dial Fumbling
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This is the magic "trigger" which sets up a resonance sensitivity field and tunes the station for you one by one!
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DIVISION OF GENERAL MOTORS

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THE advent of the Balloon Tire has emphasized with increased force the necessity of insisting on a tire that is built right.
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U. S. Royal Cord Balloon Tires have a tread design that has been worked out after thousands of miles of testing. They are accurately-balanced, which means safety at high speeds and easier steering at low speeds. They are made of Web-Cord by the patented Latex process developed and owned by the United States Rubber Company—the new and better cord tire construction.
Specify U. S. Royal Cord Balloon Tires for your new car. See the U. S. Sales & Service Dealer for Balloon Tires for the new 20, 21 and 22 inch wheels and Balloon-Type Tires for larger wheels and rims.
UNITED STATES RUBBER COMPANY
UNITED STATES TIRES ARE GOOD TIRES

GREYHOUND
"Roll 'er through to Fairbanks!"
Greyhound serves America-at-War along the Alcan Military Highway
The Alcan Military Highway is an outstanding vehicle in itself and all of the things that have been worked out for the road are new and better than ever before. It is a highway that will see you through the most difficult and hazardous sections of the Alcan Military Highway.
What's more, it's America's pride in the world that will see you through the most difficult and hazardous sections of the Alcan Military Highway. It's a highway that will see you through the most difficult and hazardous sections of the Alcan Military Highway.
The Alcan Military Highway is an outstanding vehicle in itself and all of the things that have been worked out for the road are new and better than ever before. It is a highway that will see you through the most difficult and hazardous sections of the Alcan Military Highway.

IN MEMORIAM: WILLIAM L. SNYDER

GIANT SHOULDERS

One of the founding fathers of the Ohio Region and a car guy to the core

By Matt Harwood

William Lee “Bill” Snyder, 86, of Hudson, passed away on Saturday, May 20, at Baptist Hospital in Jacksonville, Florida, with his family at his side. Bill was born in Cleveland to Clarence K. Snyder and Ann Farana Snyder, and graduated from Cleveland Heights High School and Western Reserve University. An entrepreneur, Bill started his business, Nordec, Inc., in 1962. He was currently Chairman of the Board.

Bill’s passion for antique cars remained all his life. He still owned his first car, a Supercharged Stutz, that he had bought when he was 16 years old. He was a founding father of the Northern Ohio Region Classic Car Club of America. Besides collecting antique and Classic cars, Bill and his wife, Christine, were involved in the old car hobby, serving in various positions in the Ohio and Florida Regions of the CCCA, and were members of various other collector clubs. They loved not only showing their award-winning stable of Classics, but also touring in them. They had toured to many parts of the nation on 25 tours throughout the years.

Although not old enough to serve in the military during WWII, Bill became a Civil Air Patrol Cadet, doing his patriotic duty in that capacity. He is survived by his wife Christine, daughters Laura Theodore (Andy), Julie Snyder (Rob), Shelly Dippel (Garry) Karla Mintus (Bob), Wendy Gardner (Paul), and sons, William C. Snyder, and Jason D. Sudbrink, eleven grandchildren and eight great grandchildren.

Many of us here in the Ohio Region knew Bill well, as he was one of the founding members of the club in the 1960s. His passion for Classic cars was well documented and his collection spanned all classes and eras, from brass cars to late-model high-performance Mustangs. His involvement in the club included acting as Director, editor of several different club publications, and head judge, as well as the many odd jobs all members of the board do just to help out. His knowledge of Classic automobiles, Stutz in particular, as well as the coachbuilder’s art, made him a frequent



Bill doing what he loved most: talking about Classic cars (this Stutz in particular; it was his first car)

contributor to club publications at the national level and a well-regarded authority on the era. Some of the most significant Full Classics in the club have passed through his hands, and he always recognized his place as caretaker, not simply owner. He was also responsible for rescuing the one-off 1965 Ford Mustang 2-seat prototype, a car which he owned for decades before treating it to a show-quality restoration. His position as historian and his passion for cars in general are undisputed. He was one of those whom I meant when I said I was “standing on the shoulders of giants” as I assumed editorship of this publication.

I knew Bill and enjoyed his company a great deal. He was always quick with a smile and a small joke, and his generosity was legendary. He and Christine were frequent hosts for CCCA events and could always be relied upon to provide time, facilities, and expertise to make an event successful. The hobby needs more stewards like Bill Snyder to guide it into the future the way he did during its earliest days.

Then again, there aren’t many guys like Bill Snyder. He will be dearly missed by the Ohio Region and its members. 🚗

REVIEW: AUTOMOBILE MANUFACTURERS OF CLEVELAND & OHIO

LOCAL CONNECTION

Celebrating Ohio’s rich history of automotive manufacturing

By David Schultz

Frank Wrenick, a long-time transportation historian, with assistance from his wife, Elaine, has produced the definitive book on the role of Cleveland and Ohio during the early days of the automobile industry. This is not a coffee table automotive book; it’s intended for the serious researcher.

That’s not to suggest it’s dry. Although the book is well-researched and documented, it’s well written in a highly readable style. Illustrations and photos are black and white, but that’s not a shortcoming.

I knew that the Cleveland automobile era ended in 1932 when the last Ford was built in that city but had no idea that its history extended back as far as 1864 and that during that span of time 550 companies existed to built automobiles!

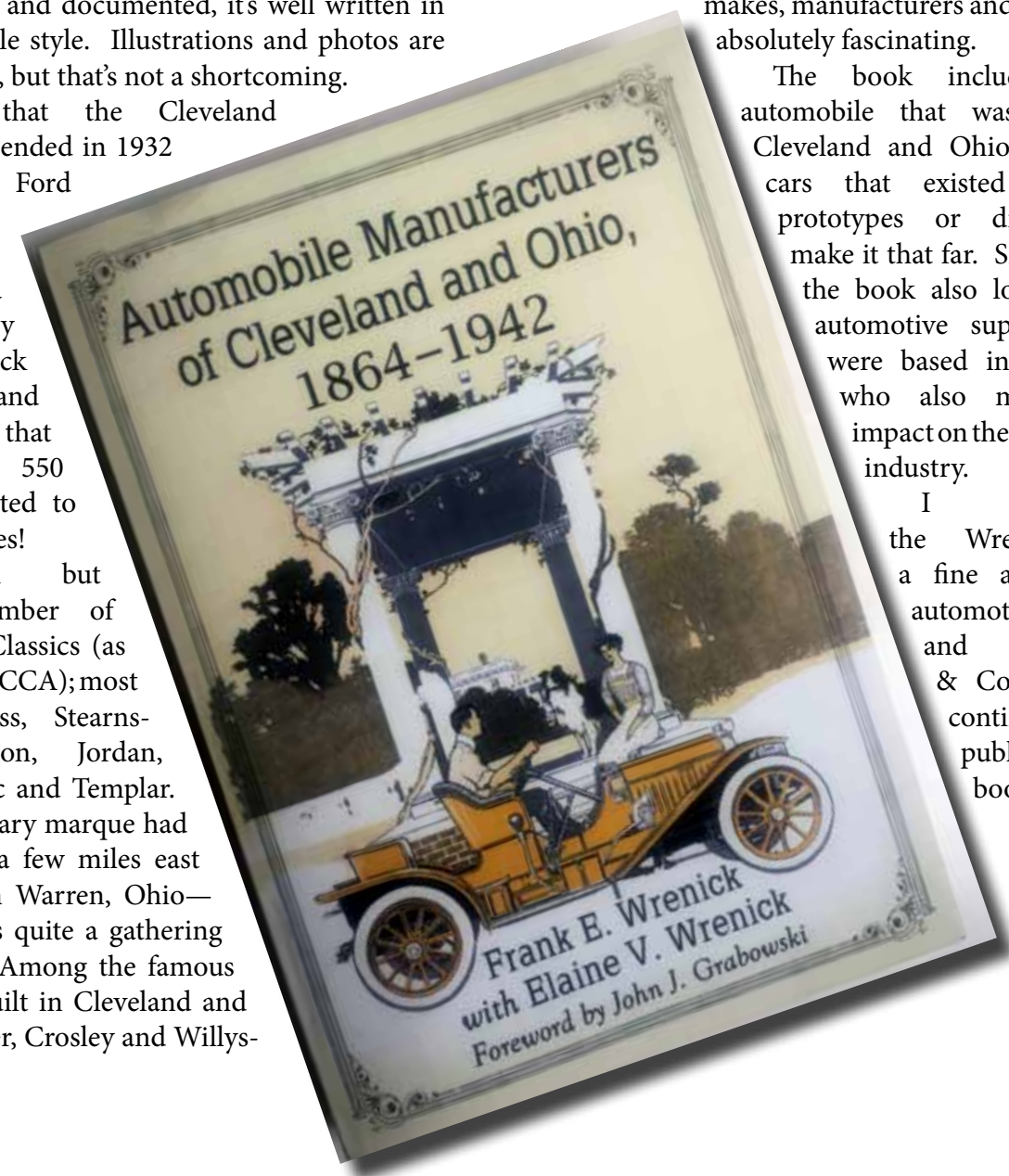
A small but significant number of the cars were Classics (as defined by the CCCA); most notably Peerless, Stearns-Knight, Winton, Jordan, Owen-Magnetic and Templar. Another legendary marque had its beginnings a few miles east of Cleveland in Warren, Ohio—Packard. That’s quite a gathering of motorcars! Among the famous non-Classics built in Cleveland and Ohio were Baker, Crosley and Willys-

Overland.

The book is divided into two parts: the Automobiles of Cleveland and the Automobiles of Ohio. Both parts include an overview as well as a detailed look at the manufacturers and makes. I have to confess that the Wrenicks found a number of obscure makes that had escaped me. Reading the descriptions of these makes, manufacturers and pioneers is absolutely fascinating.

The book includes every automobile that was built in Cleveland and Ohio, including cars that existed only as prototypes or didn’t even make it that far. Significantly, the book also looks at the automotive suppliers that were based in Cleveland who also made their impact on the automobile industry.

I commend the Wrenicks on a fine addition to automotive history and McFarland & Company for continuing to publish such books. 🚗



EVENT: RUDI KAMPER MEMORIAL TOUR

GOODBYE & MANY THANKS

Saying goodbye to a friend is never easy, especially one as beloved as Rudi Kamper

By Matt Harwood
Photos by Rich Fink

Rudolf "Rudi" Kamper was born in Solingen, Germany and emigrated to U.S. at 18 years of age. He was an apprentice in the family knife making factory "Sternreiter" and later as a baker. Upon arriving in the U.S., he worked for his uncle Rudi's bakery in Pa. He joined the U.S. Air Force where he was stationed in the Arctic at an early warning radar station during the Cold War. Afterwards, Rudi took over his uncle Carl Schleutermann's Clock Shop in Berea. Eventually he grew the Suburban Clock and Repair (and later North Coast Imports) to the largest dedicated clock importer, manufacturer, distributor and repair center in the country. Rudi was also a proud winner of the Berea Grindstone Award, winner of the NAWCC Star fellow award and an active member and former president of the Berea Rotary. He was also a member of the Baldwin Wallace Bach Festival board, Berea Chamber of Commerce and several automobile and antique collector clubs, including the CCCA and ORCCCA. Mr. Kamper loved Bach, fine clocks, early automobiles but mostly his family and dear friends.

Services were held on May 26, 2017 at the Wester Reserve National Cemetery in Rittman. Air Force personnel performed the flag folding ceremony and the VFW honor guard offered a three-volley salute. Dozens of friends from all the different clubs to which Rudi belonged attended the ceremony, starting with a procession led by Rudi's 1938 BMW 327 cabriolet and 1960 Mercedes-Benz 190SL and joined by a wide variety of collector cars.

Godspeed, Rudi. 🚗



EVENT: AUBURN/CORD/DUESENBERG CLUB TOUR

PIT STOP

Our friends in the A-C-D Club stopped by on their way to the Packard Museum in Warren, Ohio

By Matt Harwood
Photos by Rich Fink

There's a real, live, running, driving Duesenberg J in my parking lot!

On May 27, 2017, friends from the Columbus Auburn-Cord-Duesenberg Club visited Harwood Motors on their way to Warren, Ohio and the Packard Museum. The weather was threatening in the morning, but it cleared by the time cars started rolling into our parking lot. It was heartening to see such high-quality Classics out on the road, wet pavement be damned.

Melanie had been in communication for some weeks with Holly Olszewski to help coordinate the trip, essentially duplicating the ORCCCA tour she organized in April 2016. Starting at Harwood Motors



at about 9AM, they showed up in force, driving some of the most magnificent cars of the Classic Era. Attendees included two Cord L-29 cabriolets, two Auburn sedans, a Cord 812 Beverly sedan freshly serviced by Dave Heinrichs, and the aforementioned Duesenberg J Murphy convertible coupe, which was a real treat. A few ORCCCA members joined them in their Classics, including Margus and Vicki Sweigard in their 1932 Buick Series 90 Victoria and Mike and Jane Dube in their 1932 Auburn 8-100A sedan. Other

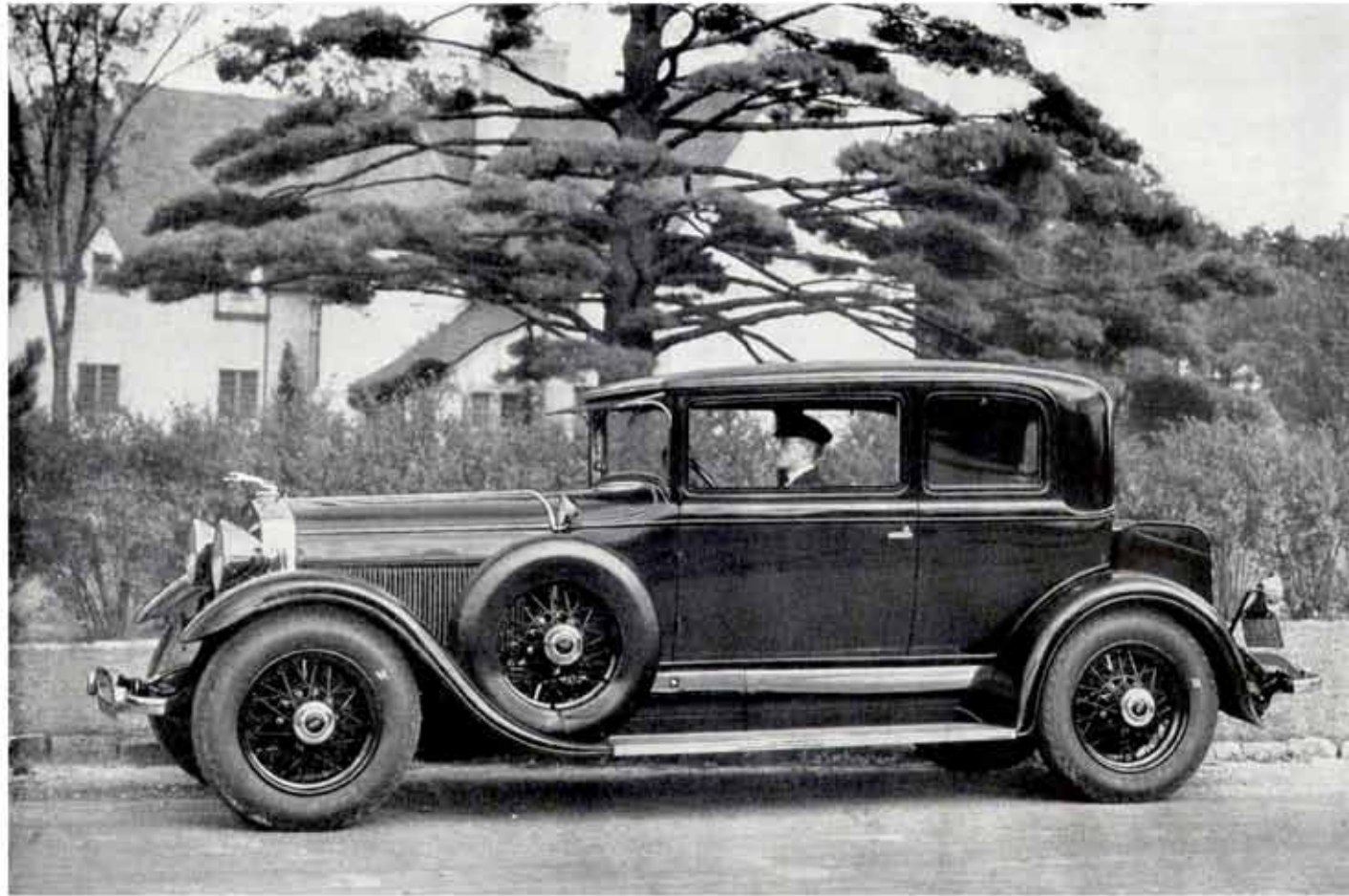
members showed up just to see the awesome hardware, including Rich and Kat Fink, Jim and Kathy Capaldi, and Dave Heinrichs. The Harwoods supplied coffee and donuts before the tour set off towards Warren. Luckily, the Finks tagged along all the way to get the awesome photos you see here.

After about an hour visiting the Harwood Motors showroom and filling up on coffee, they fired up the engines and hit the road; the sound of all those mighty 8-cylinder engines was the biggest treat of all. 🚗



IT IS UNUSUAL TO DISCOVER

SO MANY HIDDEN VALUES IN A MOTOR CAR



The New Lincoln Coupe, smart and compact, seats five persons comfortably. Its unusually wide doors afford access to the rear compartment without the necessity of those in front leaving their seats. An admirable car for owner-driven use.

THE POWER of the Lincoln is evident, even to those who watch it sweep along a road or through the city streets. Its distinguished beauty is immediately felt. But the character of this motor car, like that of all fine things, demands full acquaintance to be rightly known.

The enthusiasm of Lincoln owners grows with the thousands of miles that they drive this automobile. Everything they expect of it—in power, performance and comfort—is fulfilled. But more than this, the Lincoln increasingly reveals its own particular excellence in every detail of motor, chassis and body.

Those who drive this automobile dis-

cover for themselves how well and to what exacting standards the Lincoln is made. It is, above everything else, a precision-built car—made and assembled in one of the famous precision plants of the world. It is a car which, in the course of its building, is tested with unique thoroughness for performance and quality.

Precision, in hundreds of instances as exacting as 1/1000 of an inch, is the rule in the machining and assembly of its mechanism. The same insistence on exact quality finds expression in the 30,000 testing operations through which the car as a whole is put. Literally, it is as fine an automobile as it is possible to produce.

The entire resources of the Ford organization are behind the Lincoln. Ford experience and engineering skill, Ford laboratories and raw materials, Ford methods of scientific production—all contribute to the value of the Lincoln. No separate company could make so genuinely excellent a car at a price which even approaches that of the Lincoln.

With such background and equipment, those responsible for this automobile are able to give full expression to their ideal of making a motor car as perfect, in mechanism, chassis and body, as it is possible to produce . . . a motor car with every evident and hidden value . . . the Lincoln.

THE LINCOLN

FEATURE: 1930 LINCOLN JUDKINS COUPE PRACTICAL STYLE

History matters, and David Schultz's beautiful Lincoln offers history and beauty in equal measure

By David Schultz

Asked me the year of my Lincoln. When I told him "1930" he replied, "That was before Ford bought Lincoln and screwed up everything."

I thought, "Where to I start with this guy—or do I even bother?"

Ford Motor Company acquired the Lincoln Motor Company in February 1922. Lincoln, which had built its first motorcars more than a year prior, had run into financial difficulties brought on by several factors.

Henry and Wilfred Leland and their engineering staff had created a superb engine and chassis but their body designs were typical of the late 'teens and early 1920s—in a word, "boxy." That's where the company's new ownership made a



Lincoln as acquired by Jack Passey in the early 1950s

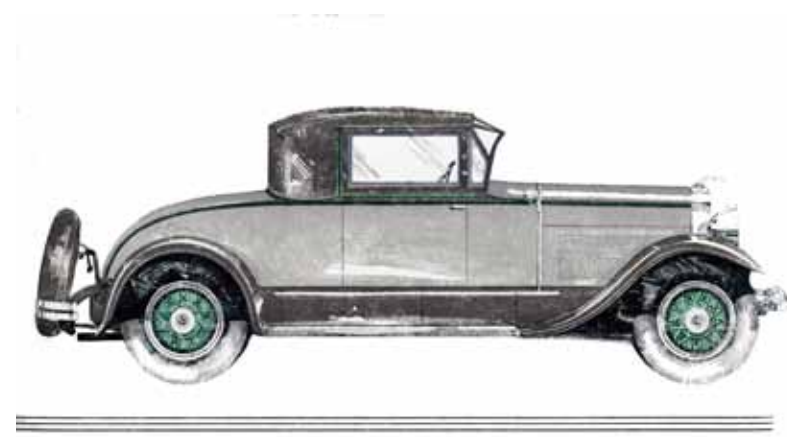
significant contribution in the person of Edsel Ford, who was named president of Lincoln.

Edsel immediately began working with the America's top coach builders, among them the J. B. Judkins Company of Massachusetts, which had opened its doors in 1857 as a carriage builder. In 1887 the company designed and built its first automobile bodies, for electric cars. Within 20 years Judkins was building bodies for a host of automobile companies, including Stevens-Duryea, Locomobile and three Cleveland companies—Peerless, Winton and White.

By late 1922 Lincoln offered several new body styles from custom body houses, including a two-passenger coupe designed and built by Judkins. That body style was offered through 1933, with styling updates over the years.

The Judkins coupes were regularly displayed at the annual automobile shows as well as at the exclusive automobile salons.

continued on page 14



THE JUDKINS COUPE

Judkins Coupe catalog illustration

In 1930 the company offered 33 different body styles, most of them custom bodied offerings from Brunn, Derham, Dietrich, Judkins, Locke, LeBaron and Willoughby. A total of 3,212 Lincolns were produced that year.

1930 was the last year for the venerable Model L and its 136-inch wheelbase chassis. The motor was the Leland-designed “fork and blade” V8, which developed 90 horsepower from 384 cubic inches.

Total production of the type 170 Judkins coupe in 1930 was 40. They were built with both the “Brewster-



Discintinctive “Brewster type” windshield was preferred by Judkins

type” windshield (favored by Judkins) as well as a more conventional vertical windshield. The rear body has a beautiful taper. There is no rumble seat, but there is a golf bag door and obviously a sizeable trunk. The cars were offered with a rear spare as well as side-mounted spares, with dual rear spares being an especially rare feature that make the car look particularly elegant.

This Lincoln was saved—*literally*—by the late Jack Passey, a well-known California collector of Classic automobiles with a decided preference for Lincolns. He began collecting Classic automobiles in the late 1940s and during his lifetime owned 90 Classic prewar Lincolns. He died in 2015.

This car spent its entire life in California. I acquired it several years ago and immediately called Jack, with whom I’d become good friends. As I was describing the car Jack said, “Oh, that’s the coupe I bought in Santa Rosa in the early 1950s. It belonged to a farmer, who called me because he knew I was interested in buying old cars.”

Jack recalled how he found the car parked under a plum tree. When he opened the hood he discovered that the



Jack Passey (left) and David Schultz at the 2013 Pebble Beach Concours d’Elegance



Dual rear-mounted spares make the Judkins coupe look especially long and sleek

manifold, heads and blocks were missing. He found the manifold and heads in the back of the car (there is no rumble seat). He asked the farmer about the blocks and the farmer pointed to a disc near his barn; the blocks were atop it to provide extra weight.

“The blocks don’t go with the car,” said the farmer. “It’s \$30 as is, take it or leave it.” Jack took it. He placed the Lincoln in storage with other cars he’d saved. As was his wont, he eventually sold it to another long-time Lincoln aficionado, Anthony Heinsbergen, who restored the car in the late 1960s and early 1970s to its current condition.

I bought the car sight-unseen, based entirely on its provenance. Tony Heinsbergen had passed away a few years earlier and his cars had been sold. The then-owner of my car had placed it in storage, where it suffered some minor deterioration. However, as my friend Dave Brownell used to say, it really just needed a “shave and a haircut.” With the help of Dave Heinrichs

that’s exactly what was done.

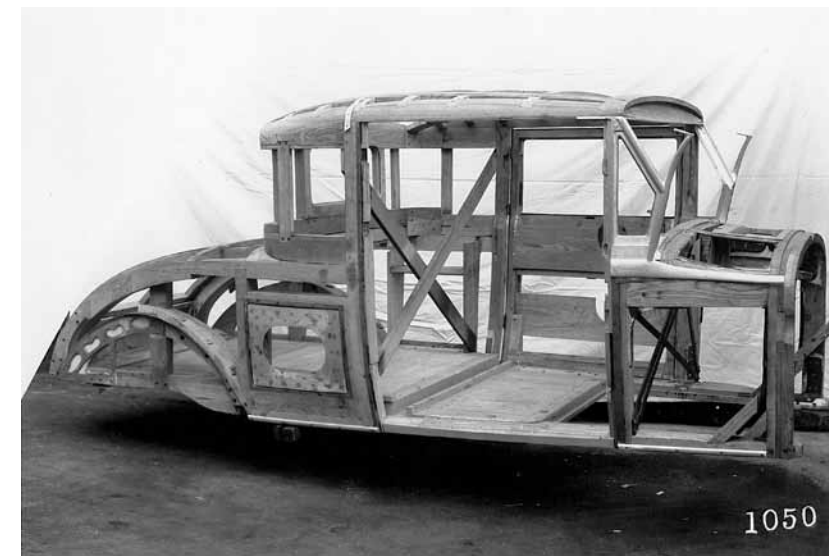
Once it was mechanically dialed in, it was time to drive it and the first trip was to Greenfield Village in Dearborn, Michigan for the annual Old Car Festival. It drove wonderfully. The trip back was a bit more

exciting than expected; because I got a late start for Sunday’s return trip I ended up driving the last 1½ hours in the dark—and in a rainstorm. I learned what it was like to drive in those conditions in 1930!

I enjoy researching the history of my cars. While examining the J. B. Judkins Co. files in the CCA Museum I found the production details of our Judkins

coupe body. The body was custom built in the Judkins shops during the summer of 1929, then shipped to the Lincoln factory in Detroit for final assembly.

In 2013, the Pebble Beach Concours d’Elegance announced a Coach Built Lincoln class and





1930 Lincoln Judkins Coupe

Owner: David Schultz



Powels and Heinsbergen with the Lincoln sometime in the 1970s

contacted me about bringing the Lincoln Judkins coupe. I reminded them that it was a 40+ year old restoration, but they knew the car and wanted it. However, as nice as it was to be on the show field, the Thursday driving tour, which featured a scenic drive to Big Sur was far more fun, since I really enjoy driving my cars. An unexpected surprise was receiving a Best in Class award.

Now, we focus on driving the car. It really is a good driver. If it appears at a Grand Classic or another car event we ask that it not be judged. My wife says it's her favorite Classic Lincoln. Our Labrador Retriever,

Chester, who found his favorite spot on the ledge behind the seat, would agree. 🚗

Author's note: Jack Passey's first Classic Lincoln, a 1923 sport phaeton, is on display in the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. Jack bought the car in 1949 for \$40.



Lincoln's durable 384 cubic inch "fork and blade" V8

SPECIFICATIONS

Year:	1930
Make:	Lincoln
Model:	Model L Judkins Coupe
Original Price:	\$2495
Engine:	384 cubic inch V8
Horsepower:	90
Torque:	255 lb.-ft. (estimated)
Transmission:	3-speed manual
Final Drive:	4.69:1
Wheelbase:	136 inches
Curb Weight:	4747 pounds
Brakes:	Mechanical 4-wheel drum
Wheels:	18-inch wire wheels
Tires:	7.00-18 Firestone



The J. B. Judkins Co. *Edsel's favorite coachbuilder*

There were actually two John B. Judkins, both involved in the J.B. Judkins Company. John the elder was born in 1835 and founded the company that would become one of the most widely-respected body builders of the 1920s and '30s. But it is his grandson, also named John B. Judkins, who would guide the company through the Classic Era.

John B. Judkins the younger would only reluctantly take the reigns of the company from his brother, Stanley, who died unexpectedly in 1920. At that time, John was working for his father-in-law and diligently trying to distance himself from the family business. However, in 1921, he was named President and General Manager of the J.B. Judkins Co.

Judkins prospered during the 1920s, turning out as many as 500 custom bodies per year, second only to Brunn & Co. in Buffalo, NY. Much of that was due to Judkins's recognition that volume meant profit, and he urged his designers and managers to raise output from six bodies a week to nine. Thereafter, the Judkins shop was running three jobs a day, six days a week, becoming the most prolific custom body builder in the world.

When the all-new Lincoln motorcar appeared in 1921, it was wearing a custom body that Lincoln's national sales manager liked so much that he placed an order for 50 duplicates with Judkins. Over the next year, another 372 would be ordered and built. When Ford purchased Lincoln, sales doubled and then doubled again, and by 1939, 3110 2-window "Berline" sedans would be built for Lincoln, making it the marques single most popular body style. It's worth noting that the second most popular body style was the 2-passenger coupe, which first appeared in 1922. Ultimately, Judkins would build 5904 bodies for Lincoln. As an interesting side note, John B. Judkins's personal favorite body was the 1927 Lincoln Panel Brougham, that dramatic black and yellow town car that practically defines Lincoln's early years in today's history books.

By 1934, Judkins realized that the writing was on the wall for custom body builders. Production volume was insufficient to maintain the business at its current levels. They looked to expand, first by exploring the production of aluminum caskets, then travel trailers, until finally settling on those familiar barrel-roofed aluminum-clad diners that would eventually crop up across the country. Sadly, the beginning of World War II would spell the end for Judkins, as the diners were both expensive and difficult to finance, leaving them holding loan notes on diners that would never be delivered due to the war.

After the closure of the J.B. Judkins Co., John B. Judkins took over management of the Meteor Motor Car Company in Ohio, where he remained until his retirement in 1948.

Ultimately, the J.B. Judkins Co. would build bodies for Duesenberg, Marmon, Packard, Pierce-Arrow, and, of course, Lincoln. There are names that have greater recognition, but few that have a better connection to the bespoke quality and style of the Classic Era.

-Matt Harwood

SCAMMER ALERT!

The internet is a big place, but you don't have to be a victim

By Matt Harwood

Don't kid yourself, crime isn't a new invention. Criminals have always schemed new ways of separating you from your valuables, and that's not likely to change—not ever. The good old days weren't always good and technology isn't as scary as it seems, but as always, you need to be smart before reaching into your wallet.

The internet has proven to be a boon to the old car hobby, allowing us to reach people around the world with cars, parts, and services. It's also been incredibly useful to scammers and con artists, allowing them to reach thousands, maybe even millions of potential marks with the push of a button. Most people don't fall for the scams, but even if they have a 1% success rate, that's potentially thousands of people getting tricked into handing over their hard-earned money—if they weren't succeeding, they'd stop doing it. That's scary, yes, but the truth is, you don't have to be frightened of the big, untamed internet. If you're smart and vigilant, these scammers can no more hurt you than the hustler doing Three-Card-Monte on a street corner in 1937.

Obviously in my line of work, these unscrupulous types tend to knock on my virtual door more often than most. I've seen every scam they've come up with and while I've never been taken, I have been impressed by the lengths to which they will go to make it seem legit. I've heard more than one story from people I know—*real people*—who have indeed been taken by these very convincing setups. But you don't have to be afraid, I'm going to tell you how some of the most common scams work, how to spot them, and how to protect yourself.

Most scams hinge on your enthusiasm, so the first thing you need to do is just stay alert. If something seems too good to be true, it surely is. If someone is offering you something that seems like it's too far skewed in your favor, it's probably the opposite. If it seems fishy but you can't see how it could go wrong, well, it's likely you're about to become another statistic. In the best cons, the mark is always the last one to see it coming. Temper your enthusiasm with a good dose of skepticism, do your homework, and only then reach into your wallet.

Obviously the most likely place you're going to get taken is when you're buying something. It's often as simple as not getting what you paid for. That's just plain theft



and not really a scam, so I won't discuss it here, but there are several other techniques that scammers might use to separate you from your money in more creative ways.

Buyer Scams

The "I have what you need" scam

If you frequent internet message boards for your favorite hobby, there's probably a "Wanted" section where users can post information about parts or cars that they seek. If you post there looking for a part, sooner or later, you'll get an E-mail from someone, usually overseas, who will tell you that they have "the item" you're looking for. Now that vague wording is very specific to the scam, because the message he sent you is but one of thousands he sent that day for anything and everything he can find on "wanted" message boards, from Packard carburetors to Elvis collector plates. They won't identify the "item" by name, it will always be vague until he's got you hooked. He doesn't even know what a Packard is. Or a carburetor. But once you tell him all about what you need, he'll know and he'll use it to get your money.

He will surely provide some story about how he came to possess that Packard carburetor and how it ended up in Portugal or England or New Zealand (usually not Nigeria, by the way). It may even sound plausible.

You will be excited but you'll also smell something fishy, so you'll ask for proof. *Smart!* The scammer will send photos and wow, that really is a beat up but usable Packard carburetor! OK, then, where do I send the cash?

He will likely ask you to send the money via Western Union, saying it's the fastest method, or his bank account was hacked and he can't receive funds right now, or his Paypal account was disabled for some reason, and that should be a big red flag for you. **He won't accept any alternatives that are safe for consumers.** Now, if you're not familiar with

Western Union, it's a simple money transfer service. You put money in on this end, someone else takes money out on the other. It is not a bank, it is not a credit card, it is not protected, and it is not insured. It is akin to throwing a bag full of money over a fence without knowing who is on the other side. Once you send it, *it's gone forever.*

A very useful tool in identifying a scam like this is the **Google Image Search**. Sounds complicated, but it's easy. Take that photo the scammer just E-mailed you and go to **www.Google.com**. On the Google home page you will see the word "Images" in the upper right corner. Click on that. The screen will change slightly but instead of entering words for a search, you can now upload a photo and Google will look for that photo everywhere on the internet. Pretty neat, right?

To use it, click the little camera icon in the search box in the center of the screen and upload the photo the scammer sent you (I don't have the space here to show you how to save, locate, and upload the photo but your kids or grandkids can show you how to do it if you don't know how). Google will find all similar images.

What you're looking for is that exact same image, probably from a long-ago For Sale ad or eBay auction. The scammer dug up that image only after you responded and identified exactly what you needed, allowing him to find a picture of—you guessed it—*exactly what you needed.*

Needless to say, it's all smoke and mirrors. Don't send him any money, he doesn't have your carburetor.

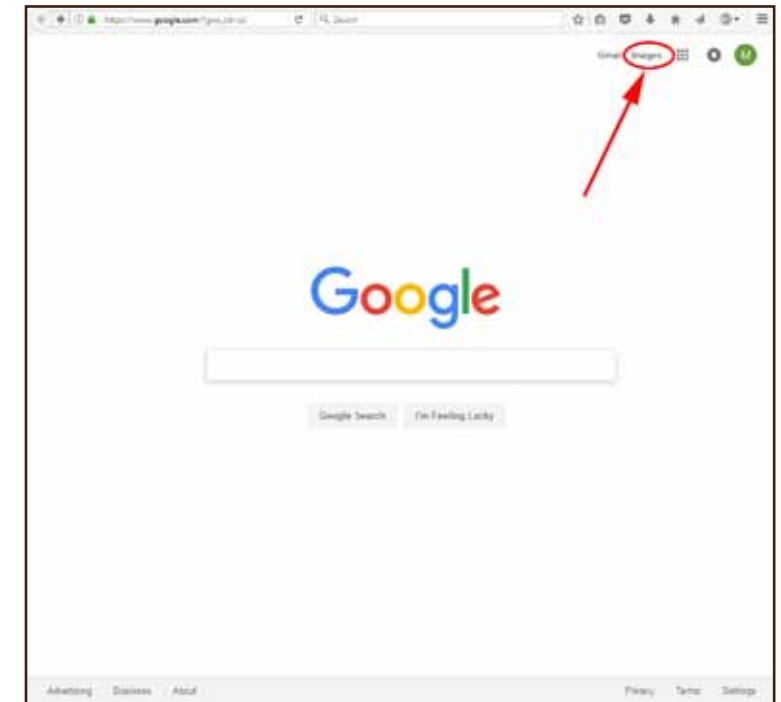
The "car is in another state" scam

A relative of the "I have what you need" scam involves a whole car (or something else too large to move easily). In the old car hobby, it will usually be a car priced way below market value. Not so far as to look like a joke, but a bargain nonetheless. A few years ago, I saw such a scam and toyed with the scammer for a few days—it was a 1930 Packard coupe in good condition at a price that was about 60% of what it should be. Lending it more credence was the fact that it was an eBay auction, not just a lonely classified ad, so the scammer spent money to put it out there looking for a sucker. I decided to play along to see what would happen.

My first question was obviously, "Why so cheap?"

The answer came back quickly: *"This was my dead father's car and my mother just wants it gone. We know what it's worth but we're trying to just move it along to someone who will love it. It's breaking her heart to have to see it all the time. I don't know much about these cars so I can't take care of it and I don't want it to get worse just sitting."* Wow, nice! Great car, a tug on the heart strings, and a plausible rationale for the discount price.

I noticed that the auction was pretty thin on photos, so I asked for more, thinking that if it was a scam he wouldn't be able to provide them. But lo and behold, a half-dozen more photos showed up in my IN box the next day. And it



Many times a simple Google Image Search (GIS) can save you from becoming the victim of an internet scam (details in article)

looked like a decent car!

So here's where I start to turn the screws and where we learn how the scam works. I asked for additional photos of details; the carburetor or the instrument panel or something that wasn't in the photographs I already had. The excuse was immediate: *"I'm out of town and the car is locked up in a neighbor's barn so I can't get to it to take photos."*

"What about the neighbor? Can he take some photos?"

"He's elderly and doesn't know how to use the internet or E-mail. You'll have to wait until I get up there in six weeks, but the auction will be over by then."

DING! DING! DING!

Now while I'm doing all this, bids are ratcheting up on the car. These are most likely skill bids that are the scammer himself (or associates—they often work in groups) is putting on the car. There might be other suckers biting on it, too, but it sure looks like the car is going to move out of the "screaming bargain" zone pretty soon, or worse, someone else will buy it outright. *Yikes!* That's when the scammer starts asking for a deposit to hold the car. He's not looking for all the money up front, just a thousand bucks and he'll kill the auction and wait for me to get the funds together. How thoughtful!

Variations on this theme don't necessarily need an auction to work, just your excitement at getting something you want at a great price. But the ingredients are always the same: limited photos with an inability to get more, a seller and an item in two different locations, and pressure to lock it up with a deposit.

Scam (continued)

You can put some heat on him by saying that you're coming out to personally see the car. He'll either stop responding or will tell you that the old neighbor isn't available and you'll have to wait. He'll do all he can to avoid having you physically see the car. He may even offer to ship the car to you and pay to ship it back if you don't like it. Just put a deposit down and he'll take care of the rest!

This is another situation where a Google image search can help you. I discovered that Packard had already been through eBay several *years* earlier (remember that the internet NEVER forgets) and sold for a market-correct price at that time. The scammer cleverly held back some photos on his auction knowing buyers would ask for more. They probably hook more than a few victims with this particular technique. I bet someone eventually hit the Buy-It-Now feature and sent a \$1000 deposit without even knowing it was bogus. Sometimes a good deal can be hard to resist—they're counting on it!

Seller Scams

OK, so those are situations where you're a buyer and you're at risk because you're the one sending money to a stranger and hoping to get something in return. But what about when you're *selling* something? Surely there's no risk to you then, right? Guess again!

The domestic client scam

The most common scam we get at our dealership is what I call the "domestic client" scam and it works like this:

An overseas buyer contacts me about a certain vehicle, very excited, telling me that he's been looking for such a car for a very long time. The better scam artists will have a background story about a father or grandfather who had such a car and he wants to re-create that experience. Sounds familiar, no? That's pretty much what drives our entire hobby. I hear that story twice a day.

But where this scam takes a slight turn is when this overseas buyer offers to pay full asking price for the car, no questions asked. First of all, nobody does that—everyone at least asks, "*What's the least you'll take?*" So that's red flag #1. The next step is for this overseas buyer to tell me that he has a client here in the US who owes him money. *A lot of money*. So instead of dealing with an overseas wire transfer, he'll just have that client send me a check. Oh, and don't worry, it's a **certified** check (red flag #2, I'll tell you why in a moment).

At this point, it goes one of two ways. Both involve him sending more money than he owes on the car. The most common scenario is that he's going to ask you to refund him the overage, but to keep some token amount for

your troubles (usually a few thousand dollars). Variations include him asking you to send the overage to a shipping company that he will designate later so they can come get the car (the shipping company, of course, is totally bogus and only set up to receive money from scam victims).

Now, the important thing is that the scammer **DOES NOT WANT YOUR CAR**. This is not an attempt to steal your car. He'll reassure you that you can hold the title until you feel comfortable with the deal. No, what he wants is that *refund* of a few thousand dollars.

At this point, the scammer will put things in high gear and a day or two later you will receive an official-looking certified check, probably delivered via FedEx or UPS (see how they're spending money to hook you?). That check is sure going to look legit and you're *really* going to want to cash it. Just look at all those lovely zeros! As soon as the scammer sees that the check has been delivered, he's going to start badgering you to send him his refund or to pay the shipping company so they can come get the car. "*It's a certified check, it's good right away, so you can send the money right now,*" he'll say. Yes, that's technically how certified funds work, but this isn't a certified check. It's a worthless piece of paper that merely looks like a certified check. We've actually had checks come in that were so accurate that they had the bank's real phone number on them—a single phone call cleared everything up instantly! But obviously a lot of people don't realize that even certified checks can take a week or ten days to clear their account, especially big ones, so they send the money thinking everything is in the clear. By the time the bank spots the bogus check a week or two later, the money is long gone and you really have no recourse.

You should expect increasingly frantic, then angry messages from the "buyer" demanding that you give him the money that you owe him. He will call you a thief, threaten to get lawyers or the police, he will tell you that he knows dangerous/scary/well-connected people who will hurt you, and all kinds of other lies to get you to put a few bucks into that Western Union money bag and throw it over the fence. Feel free to ignore them. This scammer has no pull, no leverage, and no friends. He is just trying to get you to send him money. Don't do it.

Also realize that there is no way for you to catch him, so don't try to go all vigilante on him. Remember that the police/FBI/Postal Service don't care and won't pursue it. It's a crime, but one so common that they don't have time for it, especially if no money changed hands. Forget it happened and move on.

This scam also happens with car parts or literature or whatever else you're selling, so if you're offering things for sale online, you should expect some variation of this scam sooner or later. Just remember that all of it hinges on you refunding money related to an over-payment.

The escrow scam

So what's a buyer to do when he's concerned about getting ripped off? How about escrow? Brilliant! A neutral third party holds the money until the buyer and seller are satisfied that they have what they want. What could possibly go wrong?

Well, escrow is great when you're buying a house and paying off banks and mortgage companies and tax authorities, but escrow isn't so great for buying something mobile like a car. It's also pretty easy to set up an escrow company and even easier to set up a fake escrow company.

As with the "domestic client" scam, the buyer will be very excited and ready to pay full price right away. He says that he has a great escrow service that he trusts and has used in the past. He'll give you the website and it'll look legit. To use it, you'll probably have to create an account, and they'll ask you for all your personal information (red flag #1). There might be a fee to use the service (red flag #2), and they might even want a credit card as a source of back-up funding (red flag #3). Again, the scammer doesn't want your car, they want a small score, so they'll try to peel off a few bucks from you in the form of escrow fees or "membership dues" in the escrow service. They may even just be fishing for your credit card number or password (which is why you shouldn't use the same password for all your online accounts).

It sure seems reasonable for an overseas buyer to want to protect himself through escrow; after all, nobody wants to get screwed. He's counting on you having that kind of sympathy for him and since he's willing to pay full price and seems like a really nice guy, well, it sure does seem like a good way to protect everyone, doesn't it? What's the harm? It's just smart business.

Don't do it. Escrow outside the real estate and financial industries is nonsense.

Other things you should know

Bank wire transfers are not protected. Once the money is gone, it's gone. However, they are very safe for receiving funds. Once incoming money is in your account, nobody can "reach in" and pull that money back out, and the person on the other end does not have any information that he can use to hurt you later. Talk to your banker about setting up a special account just for wire transfers.

PayPal is safe and guaranteed. In fact, PayPal has a rather aggressive user protection plan—if you send someone money and don't get what you expect, tell PayPal and they'll grab it back for you and make the guy on the other end explain himself. Just be aware that it works both ways. If you receive money from someone else through PayPal, then give them something of value, they can complain to PayPal and get their money back. It's a bit of an ordeal to prove that you're not a crook. Fortunately, PayPal

is very attentive about spotting scams and banning known scammers, so they are an extra line of defense before you send money.

Few companies or online merchants offer escrow services or shipping for things as big as a car. None of them will *force* you to use their services. If the person on the other end of your transaction says that you *must* use Service X or else, that's a tipoff that they're hoping you're not smart enough to know Service X doesn't work that way.

There are other smaller ingredients to these scams that should set off warning bells for you if you're paying attention. We talked about the Western Union thing—if anyone asks for payment via Western Union, you can safely assume it's a scam. Western Union still exists and they still send money, but if someone doesn't have an alternative to it, don't deal with them. It's not worth the risk.

We also talked about bogus escrow services. Don't bother.

Scammers will use techniques to get you to commit by saying they have everything already set up with some shipping company. They'll offer to cover all the shipping and if you're unhappy, they'll pay to ship it back (that Packard I mentioned earlier was reportedly in Washington state—he tried to convince me he was willing to risk more than \$5000 in shipping costs to make it look legit. **Really?**). Other scammers will try to use brand names to confuse you. They will tell you that the car has been "eBay Certified" and that eBay guarantees the car. There is an eBay guarantee, but it doesn't work like that. They will mention that they use "eBay shipping" or something like that and that it's already been paid for and can't be revoked, so no, you can't come pick it up yourself or else they'll get banned from eBay. If in doubt, contact the website/company/host where the item is listed.

There are plenty of other warning signs that you should be alert to: vagueness about the description, ridiculously low (or high) prices, and a willingness to give you—a *total stranger on the internet*—everything you want and more, even if things don't work out.

If you do find yourself in the midst of one of these scams, don't let them intimidate you. They have no power, no authority, and no ability to do anything to you. They can't report you to eBay or the internet police or their cousin Rocco. You are not legally entangled as long as no money has changed hands. Once the scam is discovered, the best thing you can do is just ignore it—they'll go away soon enough once they realize the ground is no longer fertile. For them it's purely a numbers game, it isn't personal.

Be smart, be alert, but don't be afraid. Most scams take advantage of our enthusiasm, so if you keep your cool and stay analytical, they can't catch you. This isn't a rational hobby, but that doesn't mean we're suckers, either. The old adage is still the most valuable advice I have: **if it seems too good to be true, it probably is.** 🚗

EVENT: LAKESIDE SAND & GRAVEL TOUR

DIG THE DIRT!

Once a year, the guys at Lakeside Sand & Gravel put their vintage machinery back to work!

By Matt Harwood
Photos by Rich Fink

Who doesn't love old machinery? Obviously we do! On April 29, Dave Heinrichs arranged a small day tour to Lakeside Sand & Gravel, where they were hosting their annual open house. The real appeal of this trip was the ability to see all kinds of vintage earth-moving equipment in action. The weather wasn't terribly cooperative, but several Full Classics braved the rain (including Heinrichs's 1916 Cadillac in full weather gear!) and made the trip from Harwood Motors to Lakeside Sand & Gravel. It was spectacular to see these ancient behemoths in action, scooping, pushing, and hauling dirt. Lakeside also has a massive museum of vintage earth-moving equipment, some dating back to the 1800s! Rain or no rain, it was a great way to kick off the driving season! 🚗



TECH: LED LIGHTING FOR YOUR CLASSIC

A VERY BRIGHT IDEA

Low-cost, high-tech LED lights can make your car safer and more attractive at night

By Matt Harwood



One of the biggest threats to driving your Classic automobile in today's world is other drivers. Sadly, distracted driving is on the rise while drunk driving has been steadily declining, and studies show that they're equally dangerous. Radios, navigation systems, cell phones, and plain old lousy drivers have made it a bit of a gamble to take your Full Classic out on the public roadways, particularly older cars that are slower and less familiar-looking to motorists. Add tiny taillights, modest 6-volt electrical systems, and the fact that only the latest Classics have turn signals, and, well, it shouldn't be a surprise that today's modern car drivers can often misinterpret our intentions or fail to see us altogether.

There's also the problem of driving at night, where our Classics can virtually disappear in the darkness and additional lighting can stress vintage electrical systems to their limits. I know I'm not the only one who gets nervous when the sun starts to go down and I'm out in my early Classic car.

I've seen club members with those large orange triangles on their Classics as a warning to other drivers, but that's probably not a great solution—those are easy

enough to ignore and they're unsightly. Safety matters, but if fashion didn't we'd all be driving around in solid steel cubes. There has to be something better.

One great way to improve visibility both in traffic and at night is with better illumination. Not *more* lights, but *better* lights. LEDs, or light-emitting diodes, have been around for decades (think: those old red digital clocks), but recent advances in LED technology have made them viable for automotive use. LEDs do most things better than standard incandescent bulbs, providing more light with less heat, longer service

life, and less power consumption. They illuminate faster, too, which can buy precious milliseconds in a rear-end situation. Prices have come down exponentially, reliability is good even in our vibration-prone old cars, and I believe that if there's an LED bulb that will work in your application, there's no good reason not to use it.

I recently spent some time fixing the instrument lights in my 1941 Buick 90 Limited, and while they work, they aren't particularly bright. I started searching for bulbs more powerful than the standard 1.5 candlepower 6-volt BA9 bulbs and found no alternatives. Then I found a small LED with a BA9 base. It was rated considerably brighter than the incandescent and would work with a 6-volt electrical system. I ordered eight of them for the dashboard.

While I was browsing, I also discovered both an 1157 (which is a typical two-element brake/taillight bulb) and an 1156 (single element for parking lamps) LED. Since my Buick has both a brake/taillight assembly and a separate turn signal indicator, I bought two of each of those, all in red (see sidebar for details on LEDs in taillights).

It is important to be aware of LED lighting's unique properties, most importantly *color* and *beam angle*. You



LEDs tend to be directional and throw light in a single direction, unlike incandescent bulbs

have undoubtedly seen LEDs just about everywhere, casting brilliant blue-white light. That's great for grocery store shelves and German luxury sedans, but that soft incandescent glow is part of what makes an old car so appealing at night. Bright blue-white light just doesn't look right on a Full Classic. An LED's white color is measured on the Kelvin scale (K), with lower numbers being warmer, yellower light and higher numbers being cooler, bluish light. Fortunately, many LED manufacturers are starting to offer a "warmer" white light in the range of about 2200-3500K. It's still not common, but in time more options will undoubtedly become available.

Then there's beam angle. Unlike incandescent bulbs,



Taillights only. LED on driver's side, daylight vs. night.

which scatter light in all directions, LEDs are highly directional. Think laser rather than candle. Because of this, they may not illuminate properly in situations where side lighting is required. For example, my 1929 Cadillac has a red taillight lens on the back of the housing and a clear lens on top for illuminating the license plate. An LED will not throw light in two directions and the license plate will be largely unlit.

Because of the beam angle, I discovered that using LEDs in my dashboard created six very bright spots that were visible through the plastic, but threw very little ambient light around the gauge housings. Because of the beam angle, the LEDs were simply not as effective at lighting the gauges as the original incandescent bulbs, which I reinstalled.

So my dashboard wasn't any brighter, but installing LEDs in the taillights made a *significant* difference. In the photos below, you can see the contrast between the LEDs on the left side of the car and incandescent bulbs on the right. Every signal function performed by the taillights is *much* more visible, day or night.

Installing the LEDs was easy—they're just like regular bulbs. Access was through the trunk in my Buick, the bulb sockets unplug from the taillight housing, and you simply push and twist to remove and install the bulbs. Use care so you don't damage the base. It should slide in easily and twist into place with gentle pressure. Don't force it! This is also a good time to clean the contacts with some steel wool if they're easily accessible.

One of my concerns was that the more intense bulbs would be more visible through the lens, resulting in a single red hot spot inside a larger housing. In some of the photos, this appears to be the case, but to the naked eye it looks



Brake and turn signals show significant improvement

LED (continued)

like a conventional bulb with even light throughout the lens. 1941 Buicks are equipped with diffuser lenses, which undoubtedly helps, and the net result is a taillight that is virtually indistinguishable from a standard bulb. I am very pleased with the results.

I did one other LED upgrade while I was at it. My car is equipped with modern oil pressure and temperature gauges under the dash and I find them significantly more accurate than the factory gauges. Whomever installed them was thoughtful enough to wire the modern gauge lights into the factory gauge light circuit, but since their bulbs were designed for 12-volt electrical systems, those lights never worked. I bought a pair of 6V LEDs with a "bayonet" style base and installed them in these gauges. As you can see, they emit a very bright blue-white light. I don't love the color but the gauges are very visible at night, which is really what matters most.

Another benefit to using LEDs is power consumption. For cars using primitive 3-brush generators with a fixed output, it can be very tricky to balance battery life and sufficient charging with the lights on at night. Using LEDs can make a significant impact on overall power consumption, especially when you only have, say, 10-12 amps to work with. The LED's current draw is so low that the brake lights no longer register on the Buick's ammeter. So while the 1941 Buick has a powerful regulated electrical

system, on a car like my 1929 Cadillac, that kind of savings can be the difference between getting home at night and running out of electricity on the way. I plan to upgrade the Cadillac's lighting with LEDs right away.

It is also worth noting that on cars with factory turn signals, LEDs may not have enough resistance to activate the flasher device. In my Buick, I retained incandescent bulbs in the front marker lights, and they provide sufficient resistance to trigger the flash function. However, adding LEDs in the front marker lights would likely render the flashers inoperable simply because LEDs draw so little current that they register as dead bulbs. The result is that vintage flashers flash much too fast or not at all. There are resistors available to fix this in some cases, but I find the warm glow of the parking lights to be more attractive than the cold light of an LED, so I am going to leave them as-is.

I think it's worth mentioning that I purchased all the LEDs for this upgrade at www.SuperBrightLEDs.com. I don't have any affiliation with them, but their selection, customer service, and delivery times were excellent. They seem to understand that old car owners want a wide selection of 6V bulbs and there are more on the way. They also supplied several of the images used in this article.

By the way, I spent about \$38 on all the bulbs I used for this project, so there's really no reason not to upgrade in areas where the change will be invisible. Being safe is all about being noticed! 🚗



*Soft, yellow glow of incandescents in original gauges
bright blue-white glow of modern gauges with LEDs*

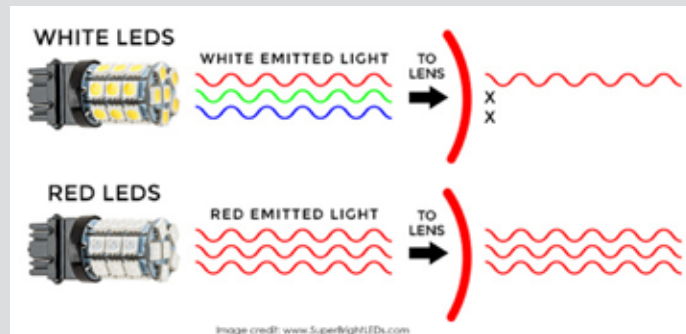
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Red or White LEDs in Taillights?

Should you use red or white LEDs in your taillights? It certainly seems counter-intuitive to use red bulbs when you've already got a red taillight lens. Surely a white LED would shed more light, right?

Wrong.

With a conventional bulb, that's probably true because it only emits white light. As you may recall from science class, white light is made up of all colors of the spectrum. With an LED, the bulb emits one very specific color. It isn't white light tinted red by a coating, it is red light (note that most red LED bulbs are clear). By using a white LED behind a red lens, every color except red is blocked, with the result being less light coming through the lens. With a red LED behind a red lens, **all** the light passes through and the result is a visibly brighter lamp.



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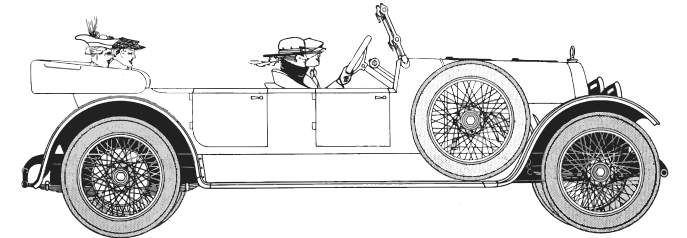
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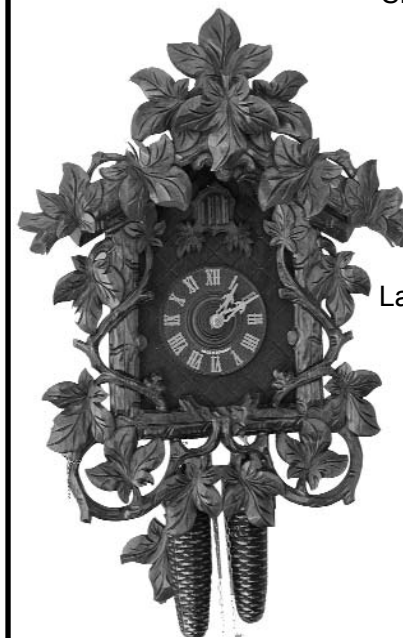
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