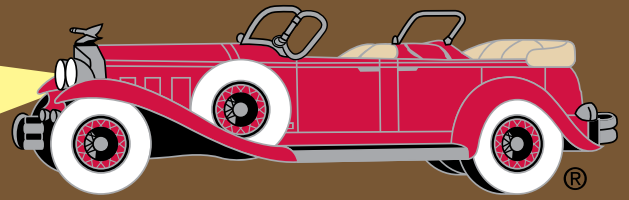


# Northern Lights

The Ohio Region  
Classic Car Club of America



Fall 2019

*Father's Day Car Show:  
A Soggy Success!*



**IN THIS ISSUE:**  
1931 Buick Model 87  
Drive-In Movie Night  
Liberty Aviation Museum  
Removing Broken Bolts  
MAPS Museum Tour



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## A Ride in a 1941 Buick Limousine

by Riley Harwood

My family owns a 1941 Buick Limousine. Being a kid in the present, I find it amazing to see a car that is almost 80 years old. I think it is amazing that it was built in 1941 while WWII was going on. It is spectacular looking in general. It drives like it is new. It is black on the outside and inside it is black leather where the chauffeur would sit and it is blue and gray where the rich folks would sit. There is room in the back for probably six people if they're skinny enough but normally there is only room for five. Three people can sit on the bench seat and two people can sit on the jump seats. I usually sit in the front with my dad, you may have heard of him, Matt Harwood. I am writing this article, but he makes the magazine along with Melanie Harwood, AKA my mom and dad.

If I was a kid back in the '40s, riding in our car, I would most likely be rich, because it's a limousine. Or maybe I would be a chauffeur driving the car. If I were the chauffeur, I would enjoy meeting new people, even if I wouldn't talk to them because they would most likely want the divider window up. If I was the person riding in the back, I would keep the divider window down and talk to the chauffeur.

When I ride in the car today, I feel like I'm in the past because I'm in a car that's almost 80 years old. I usually fall asleep when I'm in the Buick with my family. In my opinion, a 1941 Buick Limousine is a great car. 🚗



## 2020 Event Calendar

June 21

Stan Hywet Car Show



National Dues are \$80, 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](http://www.ClassicCarClub.org) for more information or contact Kathleen Fink, Ohio Region Membership Chairperson.



# EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

**W**e've had all kinds of discussions over the years about how to get new people into the old car hobby. Personally, I can think of only one way to do to it: **USE YOUR CLASSIC CAR AS AN ACTUAL CAR.**

Future hobbyists need to see these cars being cars, not untouchable art objects, not dangerous accidents waiting to happen, not unreliable clap-traps that will leave them stranded. There's an insanely persistent myth that any car without 12-volt electricals, disc brakes, and a Chevy V8 in it can't be driven with any modicum of safety or reliability in today's world. **We** know that's nonsense, but we're only a tiny fraction of the hobby and an even *tinier* fraction of the world at large. People only know what they see on TV and at local car shows where late-models and modified cars dominate. If you see an unmodified pre-war car (or even a pre-1960 car these days) it's an anomaly. That's a big part of what feeds the myth of "old cars can't be used today." Why would it be otherwise? Nobody's showing them the truth.

### ***It's time to change that.***

I've had dozens of conversations at local cruise nights standing next to my 1929 Cadillac or 1941 Buick explaining that I have driven them thousands of miles without incident, on today's roads, at modern highway speeds, even at night. Guys who think that 6-volt electrical systems are unreliable have *twice* forked over \$20 to me because my 1929 Cadillac fires faster than their 2016 Corvette or Mustang. They are bewildered when my '41 Buick limousine accelerates away from them on a highway on-ramp. They can't believe when they see Ohio plates on an old car several states away from home, covered with bugs and gassing up with a family and all their luggage inside. Hell, I just drove my Buick *900 miles to another country* without incident. You should have seen the people around the car in the hotel parking lot each morning because I didn't cover it or hide it in a trailer at night. I didn't even bother washing the bugs off. *It's just a car—treat it that way!* If you're worried about scratching it or getting it dirty because it will become less valuable, imagine how little it will be worth when there's nobody left interested in buying it...

Even "experienced" car guys are often hugely ignorant of old cars. They have no idea that pre-war cars have capabilities that will serve them just fine in today's traffic. Many of them figure that it's either newer than 1965 so it's like a modern car or it's a Model T that can use a hand crank and can only go 22 MPH. There's nothing in the middle. Go talk to "car guys" at any local car show or cruise night; they know **NOTHING**. Call them out on their non-knowledge and show them that they're wrong. Not in a confrontational way, of course, but don't let them get away with saying things you know aren't true about old cars.

For instance, I had a discussion with a guy in my shop a few weeks ago where he said, "I convert all my cars to Pertronix. I don't want that unreliable old points stuff in there." When I mentioned that "unreliable" old points will often keep working

even in failure mode while a Pertronix "black box" will completely and permanently cease operations in a split-second puff of smoke, he was completely unable to process what I was saying. Well *of course* modern tech is better than old stuff, right? Upgrades are the only way to be sure you get home, right? We're *so* much smarter than those engineers from 70 or 80 years ago, what could they possibly know? Right? **WRONG!**

That kind of anti-knowledge is a primary reason why the segment of the hobby we love most is suffering. It's worse than ignorance—it's people who think they know the answers being 100% wrong yet being 100% confident that they're right. I wish I had a dollar for every guy who asked me about installing an 8-volt battery in a 6-volt car, as if that is any kind of solution.

If you want fresh car people to be interested in what we're doing and to join us at the table, you need to show them that owning an old car isn't a hardship and doesn't require special skills or a lot of money. Show them that these cars can be driven regularly and reliably and that they still work like normal cars. Show them that not everyone needs to clean between the tire treads with a Q-tip at shows, because to an outsider that just looks like too much damned work.

Everything else we're doing as a club is nothing more than closing the gate after the horses are gone because outsiders don't even consider old cars as real vehicles. *We've already* lost them.

If people don't think old cars are cars, they are not going to be interested in owning one. Too expensive for something that's impractical static art at best and dangerous at worst. You can let them browse all they want, but as long as we allow this myth to persist about old cars being fragile, unreliable, dangerous, slow road hazards that place unreasonable demands on their owners, they're just not going to get on board. **DRIVE YOUR OLD CARS EVERYWHERE**, not just to special shows on quiet roads when the sun is shining. Drive them to the grocery store and school meetings like Melanie in her '56 Chrysler station wagon. Drive them to work every day, like me with my 1941 Buick. Go out to dinner with the family and leave your old car in the parking lot while you go to a movie—don't fuss and fret or do silly things like putting a cover over it. If you're going to visit family someplace within driving distance, drive the old car. Stop pretending these aren't machines designed for a utilitarian purpose. It's just a car like any other; *let everyone see that.*

I am convinced this is the only thing that will save us because misinformation is so extremely pervasive.

Everything else is just whistling past the graveyard.



## IN MEMORIAM

# ROYAL A. SCHILLER

By David Johnson

**L**ong time CCCA member and vintage car enthusiast Royal A. Schiller of Salem, Ohio, passed away at the age of 88 on July 4, 2019. He was a U.S. Army veteran, an engineer, a college professor, an attorney, flea market vendor extraordinaire, and a learned collector of all things vintage!

Born and raised in Salem, Ohio, Royal had deep family roots in his hometown. As such, he loved to collect almost anything of a historical nature relating to "old Salem" and as well things that had been made at various companies in Salem, especially things to which his family may have been connected in one way or another.

On his wife Susan's side of the family, Royal could trace back to Susan's grandfather, C. C. Gibson, the president of the W.H. Mullins Company. During its heyday, Mullins produced all sorts of automotive parts for many American automobile companies, including Pierce Arrow, Peerless and Lincoln Motor Company. Most famously, Mullins produced the "headlight-in-fender" (an industry first) for Pierce Arrow and Lincoln. The company also made the 1930s era Mullins 'Red Cap' Trailers, one of which Royal owned; they also produced a series of fabulous "all metal" boats, one of which was also part of Royal's collection.

Royal and Susan's 19<sup>th</sup> Century Victorian home and carriage house were where their life's accumulation of collectibles have resided for the past half century. The carriage house itself is fabulous in its originality—a two story brick structure, still with original horse stalls and carriage bay, exactly like it was 150+ years ago! Some of



the Ohio Region CCCA members may recall visits to the Schillers' carriage house, as the Schillers graciously hosted more than one of our Mini-CARavan stops there over the years.

And, how about Royal's eclectic car collection—from the 1912 Buick roadster to the 1931 Auburn roadster, to the 1936 German-made Opel two door convertible (which Royal bought in Germany and shipped back to Salem!). And, then there is the 1958 Edsel convertible, all original today and the car that Royal and Susan bought new and drove on their honeymoon.

Royal is survived by his wife of fifty eight years, Susan, who was often with him at the annual Stan Hywet Father's Day Car Show. Tragically, Royal and Susan's only child, David, died at their home in 2014.

Those of us in the collector car hobby will always remember Royal for his friendly smile and for the depth of his knowledge about vintage automobiles and related collectibles. Most of all, we will remember Royal for the always interesting conversation which we could count upon whenever in his company. Yes, his was an interesting and full life in so many ways. We will miss him. 🚗





EVENT: M.A.P.S. MUSEUM TOUR

# A VISIT WITH HISTORY

**We visit one of the country's best vintage military aircraft museums**

By Jim Keller  
Photos by Rich Fink

On August 3rd, approximately 20 members of the Ohio Region of the ORCCA gathered at the MAPS Aircraft Museum located on the west side of the Akron Canton Regional Airport. MAPS is short for Military Aviation Preservation Society. We arrived in seven Full Classics and a few modern conveyances. No horses or kangaroos, just beautiful automobiles. After circulating around the museum like a typical herd of cats, we gathered and were treated to a wonderful tour of the various aircraft and exhibits by the education director, Reed Kimball. His resume and prior positions are as long as one's arm. He is a very bright man with a wealth of knowledge that he shared with the group, focusing on the people and events more than the aircraft and artifacts themselves.

The MAPS Museum has over 40 aircraft of which most are in fantastic condition and a few that are in need of restoration. Loads of historical artifacts are displayed as well. In early 2018 The Ohio Military Museum of Massillon, Ohio relocated their displays to the MAPS Museum, creating an extremely impressive collection.

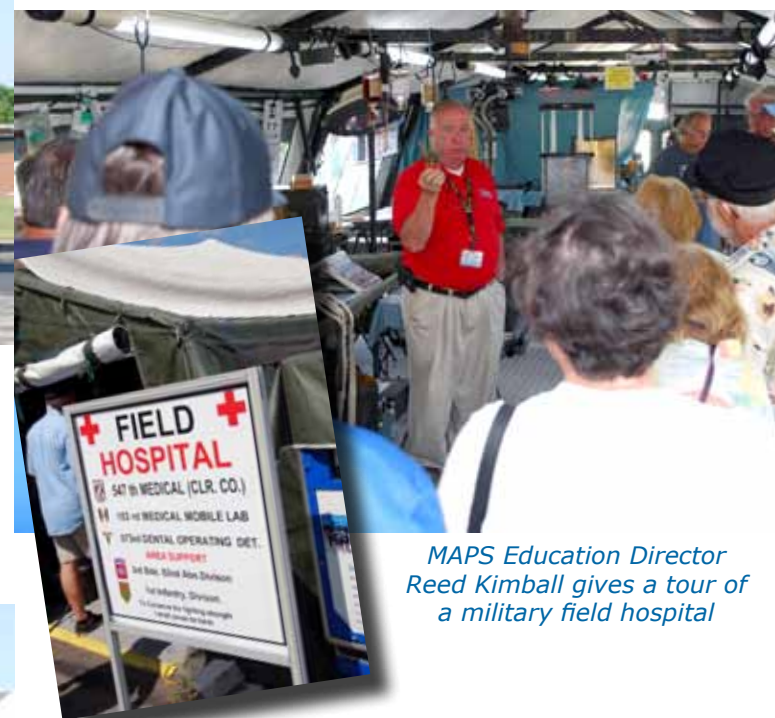
We certainly could have benefitted from more time at the museum, but lunch at the Twisted Olive was calling. A return visit is definitely in our future. Most of the attendees made the half-mile journey down Route 241 to the Twisted Olive which is owned and operated by the same family that owns the Gervasi Vineyard in Canton. Both establishments are known for their excellent food and atmosphere. Plenty of fine conversation took place over lunch and afterwards as we took advantage of the beautiful weather and enjoyed the outdoor patio.

If you were unable to attend and enjoy history, it is definitely a place to visit but be sure to set aside two to four



David Schultz's 1930 Lincoln Judkins coupe in front of the "Ruptured Duck" Douglas C47-B

hours to truly enjoy all that the museum has to offer. There is so much more to see than purely aviation-related items. If there is enough interest, I would be very happy to arrange another group visit. 🚗



MAPS Education Director Reed Kimball gives a tour of a military field hospital



Lunch at the Twisted Olive



Norm Cangey samples an anti-aircraft gun



The group learns about the Douglas A-4A Skyhawk used by the Navy's Blue Angels flight team





EVENT: ANNUAL STAN HYWET FATHER'S DAY CAR SHOW  
**THE SHOW MUST GO ON!**

**Yes, it was a little soggy. OK, it was a lot soggy. We still had fun!**

By Melanie Harwood  
 Photos by Rich Fink, Matt Harwood, and Melanie Harwood

Only once in 62 years has the Annual Father's Day Show at Stan Hywet been canceled due to weather. 2019 would NOT be the second cancellation, but it will be remembered as one of the sloppiest on record thanks to rain, mud, and wind. Months later, I am still finding bits of grass in my car from that day! Sadly, the show was not very well-attended this year and we had fewer than half the number of vehicles we normally would, but it was still a show worth attending for the spectators who braved the weather. Our Inner Circle was beautiful in front of the mansion and featured Full Classics from 1930-1934. We also had a strong showing of ORCCCA member vehicles proving once again that driving a Full Classic in the rain is still better than sitting at home.

New this year were the very popular Preservation Classes celebrating unrestored vehicles from 1970 and earlier, separated into pre- and post-war classes. Our Youth Judging program is now supervised by my friends Bart and Vera from the International Thunderbird Club. Even with the rain, we had a terrific turnout of young judges eager to learn about antique and Classic cars! Each year the Father's Day Show features an incredible variety of vehicles, but more importantly, we have the most amazing volunteers of any car show I've ever had the pleasure of working on or attending. The key to our success year after year is those dedicated individuals. Thank you to everyone for your hard work and for making the show so successful. Here's to a wonderful show in 2020! 🚗



Bill Tecco's stunning 1933 Buick 88C convertible sedan doesn't seem to mind the rain.



Chris Curtis' all-original 1942 Cadillac Series 63.



The Inner Circle was still spectacular. Left to right: **1932 Franklin** (Bob Mizicko), **1932 Pierce-Arrow Brougham** (Norm Cangey), **1932 Buick Model 95** (Margus Sweigard), **1932 Packard Super 8** (Canton Classic Car Museum)



Wally Piascik's 1934 Chrysler CA (non-Classic) in the new-for-2019 Preservation class.



George Strom's 1931 Pierce-Arrow Sport Phaeton all bundled up in the Inner Circle



No shortage of hardy souls to brave the weather: Steve Bower's 1909 Hupmobile (non-Classic), John Giokaris' 1930 Marquette (non-Classic), JW Gehring's 1941 Cadillac 60S





Margus Swigard talks about his 1932 Buick with the Hagerty Youth Judges.



Bart, Vera, and the Hagerty Youth Judges.



Steve Yoder's 1930 Packard 733 Club Sedan



Don Dyersen's 1916 Buick D55 Touring (non-Classic)



Photo: Riley Harwood

As luck would have it, the weather was somewhat improved for the drive home.

CLASS	SPONSOR	PLACE	VEHICLE	OWNER
1: Full Classics 1915-1930	Ed Stifel	1	1928 Packard 526	David Pilch
2: Full Classics 1931-1939	Heinrichs Vintage Car Shop	1	1933 Buick 88C	Bill Tecco
		2	1937 Packard Coupe Roadster	Mike Kochilla
3: Full Classics 1940-1948	Capaldi Enterprises, Inc.	1	1942 Cadillac Series 63	Christopher Curtis
4: Century Cars (pre-1919)	In recognition of Joan Kamper	1	1909 Hupmobile Runabout 20	Steve Bower
5: Model T Fords	In Memory of Richard Hussar	1	1921 Ford Runabout	James B. Wolf
		2	1922 Ford Huckster	Jim Halter
6: Model A Fords	Snyder's Antique Auto Parts	1	1928 Model AA Pickup	Summit Metro Parks
		2	1930 Model A	Margaret Lee
		3	1931 Model A	Frank Buccigrossi
7: Trucks & Military	Harwood Motors	1	1954 Chevrolet 3100	Pat Jackson
		2	1954 International R170	Tony Crookston
		3	1952 Dodge B-Series	Tony Crookston
8: Corvettes 1953-1967	TP Tools	1	1964 Chevrolet Corvette	Ron Matthews
9: Corvettes 1968-94	TP Tools	1	1978 Corvette Pace Car	Richard Brooks
10: Chevrolet 1946-1960	Kendoit Rods & Restos	1	1954 Chevrolet Bel Air	Frank Lohry
11: Chevrolet 1961-1994	Motorcar Portfolio, LLC	1	1962 Chevrolet Bel Air	Robert Kopachko
		2	1962 Chevrolet Impala SS	Robert McMeeken
		3	1994 Chevrolet Camaro	Shelley Prandi
12: Chevrolet Corvair	Drycal, Inc.	N/A	N/A	N/A
13: Ford Thunderbird 1955-94	International T-Bird Club	1	1957 Ford Thunderbird	Gerard Bartasavich
		2	1957 Ford Thunderbird	Patrick Rooney
		3	1970 Ford Thunderbird	Gary Sirlouis
14: Ford Mustang 65-94	NE Ohio Mustang Club	1	1965 Ford Mustang	Michael Schuster
15: Sports Cars to 1958	Suburban Clock & Repair	1	1953 Triumph TR2	Ronald Chernicky
		2	1952 MG TD	Lee Kohanski
		3	1956 Porsche 356	Dan Ferlan
16: Spors Cars, 1959-72	Historical Motors	1	1961 Lotus Elite	Art Siverling
		2	1968 Triumph TR250	Don Evans
17: Sports Cars, 1973-94	In recognition of Joan Virostek	1	1974 Triumph TR6	LeMoyne Nesbitt
		2	1978 Datsun 280Z	Michael McKay
		3	1991 Mercedes-Benz 500SL	James Stewart
18: Production 1916-32	Stewardship Property Solutions	1	1930 Marquette X351 Phaeton	John Giokaris
		2	1926 Buick Model 47	Bob Atkinson
		3	1931 Chevrolet Roadster	Michael Muzila
19: Production, 1933-50	Certified Auto Electric	1	1940 Ford Station Wagon	Dwight Tschantz
		2	1940 Ford Tudor Deluxe	Donald Meyers, Jr.
		3	1936 Oldsmobile L36	Donald Sheeler
20: Production 1951-55	In memory of Harry Wolk	N/A	N/A	N/A
21: Produciton 1956-60	In Memory of Bob Porter	1	1958 Edsel Pacer	Pete Randel
		2	1958 Cadillac Eldorado Seville	Charles & Linda Ault
		3	1957 Ford Fairlane 500	Richard Hodous
22: Production 1961-65	Gearheads Auto Service	1	1965 Pontiac Grand Prix	John Stearns, Jr.
		2	1961 Pontiac Ventura	Robert Blowers
		3	1963 Oldsmobile Starfire	Rafael Oletta
23: Produciton 1966-68	North Coast Awards	1	1966 Cadillac DeVille	Jim Moran
		2	1967 Chevrolet Chevelle Malibu	Ron Salmon
		3	1968 Pontiac Firebird 400	Ronald Bakeman
24: Production 1969-72	Executive Motorcar Transport	1	1972 Plymouth Barracuda	Tom Duve
25: Production 1973-79	In recognition of Margie Strom	1	1975 Pontiac Trans Am	John Brighton
		2	1976 Buick LeSabre	Norm Owen
		3	1977 Ford Pinto	Jeffrey Louis
26: Production 1980-94	Fully Promoted Cleveland	1	1988 Lincoln Town Car	William Daiuto
		2	1985 Buick LeSabre	Charles McFarren
		3	1991 Cadillac Seville	Walter Stockert
27A: Muscle Cars 1964-67	Kendoit Rods & Restos	1	1967 Oldsmobile 442	Sarah Baker
27B: Muscle Cars 1968-72	Kendoit Rods & Restos	1	1969 Mercury Cyclone Spoiler	Jesse Leigh
		2	1968 Shelby GT500KR	James Wojcik
28A: Preservation Pre-War	Harwood Motors	1	1931 Packard 901 503	Terry Cybulski
		2	1934 Chrysler CA	Wally Piascki
		3	1929 Buick Model 27	Ronald Williams
28B: Preservation Post War	Harwood Motors	1	1966 Oldsmobile Toronado	Russell Bennett
		2	1966 Oldsmobile Toronado	Chuck Loper
		3	1951 Pontiac Catalina	Thomas Bruce

**Judge's Choice** (Spread Eagle Tavern): 1933 Buick 88C, Bill Tecco  
**Participants' Choice** (Check The Oil Promotions): 1958 Edsel, Pete Randel  
**Youth Judges' Choice** (Hagerty Insurance): 1916 Buick D55, Don Dyersen

**John Addams Memorial Award:** 1966 Cadillac, Jim Moran  
**Bill Snyder Memorial Award:** 1933 Buick 88C, Bill Tecco



# THE EIGHT AS BUICK BUILDS IT



An enlarged reproduction of this painting by George Hupp, in full color, suitable for framing, will be mailed upon request—Dept. L, Buick Motor Company, Flint, Michigan

## Some day your boy will own a Buick

You who have a boy, with mischief in his eye and wings upon his feet, are one of the rich men of this world, regardless of your rating in Dun or Bradstreet.

He may pester you with questions, may make more noise than a dozen boys ought to, may even mar the upholstery of your brand new automobile. But he is *your* boy—and all your heart is his.

Many men who drive Buicks today were boys when Buick began building automobiles twenty-seven years ago. Some lifted the hoods of their fathers' Buicks and studied that pioneer Valve-in-Head engine as boys now study Buick's Valve-in-Head Straight Eight.

They went on to fine careers . . . and Buick went along with them . . . developing, improving, refining, year after year.

The tie of friendship between these owners and Buick is very close. Some have owned as many as five, ten, even twenty Buick cars. More than eighty-eight per cent—almost nine out of ten—purchase Buicks again and again.

Buick hopes for this same friendship with your boy when he reaches man's estate, and is more than willing to pay the price in constant progress.

Buick will go forward with that boy, *grow* with him, seek to interpret his desires in transportation, as it interprets the desires of present-day motorists.

Just as surely as Buick fulfills this responsibility, and proves worthy of his favor, some day your boy will own a Buick.

The new Buick Straight Eights, in four series and four price ranges, are offered in 20 luxurious models, from \$1025 to \$2035, *f. o. b. Flint, Mich.*

A G E N E R A L M O T O R S V A L U E



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

FEATURE: 1931 Buick Model 87 Touring Sedan

## FIRST OF MANY

1931 was the inaugural year for Buick's OHV straight-8 engine, which would power Buicks for the next 22 years

By Matt Harwood  
Photos by Stephon Chhan

Despite the Great Depression being in full swing, Buick introduced not one, not two, but *three* separate overhead-valve straight-eight engines in 1931. In a year without much good news, Buick was justifiably proud of the achievement and the new engines would put Buick ahead of most of its competition in the mid-priced field. There was a 220 cubic inch version for the entry-level Series 50, a 272 cubic inch version in the Series 60, and a 344 cubic inch version in the Series 80 and 90, each rated at 77, 90, and 104 horsepower, respectively.

Even with an exciting new line of engines, overall production continued to decline as the Depression bit into consumers' pocketbooks, and Buick fell below 100,000 units for the first time since 1921. Across all four Series, Buick produced 22 separate models and body styles, from roadsters to commercial chassis to the handsome Model 87 5-passenger sedan featured here. Nevertheless, total production amounted to only 88,417 cars.

There were only two models in the 80 Series, the Model 86 4-Passenger Victoria Coupe and the Model 87 5-Passenger Touring Sedan. Together they accounted for nearly 20% of Buick's total 1931 production—not too bad for a near-luxury car with a \$1565 price tag! Carrying the largest 344 cubic inch engine in a tidy 124-inch wheelbase



Hood ornament proudly advertised the all-new 8-cylinder engine living underneath.

chassis meant that the 80 Series cars were sparkling performers, and a significant number of the 14,731 Model 87 Touring Sedans were purchased by law enforcement agencies for obvious reasons. Options included wood, disc, or wire wheels; dual rear mounted spares or dual sidemounts; plus a variety of trunk racks and trunks. Even on base models, the interiors used plush wool broadcloth and whipcord upholstery, and some Series 90 models even had velvet carpeting in the rear compartments. Depression or not, Buick was determined to fight for its share of the market.

Obviously our feature car isn't a former police car, dressed as it is with six wire wheels, dual sidemounts, Trippe lights, and a trunk rack with metal trunk. The handsome two-tone burgundy body color is featured in the 1931 Buick catalog, and was one of the most popular choices. Black fenders continued to be standard equipment, giving the big sedan a dignified look that seems appropriate for its near-luxury price. Chrome was used for the radiator shell, headlights, bumpers, and other hardware, making the car look neatly dressed without being over-done, and cowl lights were standard equipment on all 1931 Buicks.



Rear view shows optional trunk rack and trunk. Auxiliary lights and exhaust tip are modern accessories.

continued on page 14



*First (continued)*

Styling was largely a continuation of the 1930 models—clearly all the money for 1931 had been spent in the engine compartment. Nevertheless, this is a very handsome car with excellent proportions.

Owner Ron Dewoskin bought the Buick sight-unseen out of Tennessee to replace a 1932 Buick 90 Series sedan he'd owned years earlier and regretted selling—as he says, “There aren't many better tour cars than a big straight-8 Buick.” This particular Model 87 was restored in the early 2000s with the intention of being a participant in the Great Race road rally, an event that often spans several thousand miles over the course of a week each summer. Reliability and comfort are equally prized, and a little speed doesn't hurt, either, so a Buick seemed like an ideal choice.

In preparation for the event, the car was treated to an extensive restoration to mostly factory specifications, although some specific modifications were included to make it race-worthy. Most notably, it received a set of high-speed 3.69 gears in place of the original 4.39 cogs, giving it genuine 60 MPH cruising speeds. Under the hood, the intake manifold was flipped over and the original Marvel updraft carburetor was replaced by a Stromberg 2-barrel downdraft carburetor from a later Buick, which makes service easier and reduces the chances of heat-related carburetor issues. The original 6-volt generator is driven by a chain inside the engine crankcase, so it remained in place to drive the water pump, but a 6-volt alternator was



*With accessory Trippe lights and dual sidemounts, the relatively affordable Buick looks upscale and expensive.*

discreetly added to help keep the electrical system healthy—it's kind of nice to see a few amps of charging even at idle with the headlights on! Turn signals and auxiliary brake lights were added for safety and seat belts were installed front and rear, just in case. An electric fuel pump under the car primes the carburetor for starting, but the original mechanical pump serves the engine under most situations.

At the same time, the bodywork was fully restored and finished in the two-tone burgundy that it wears today. The chrome sparkles and a new top insert ensures that it stays

dry inside. The Trippe lights were a period accessory and the front end is intimidating with the large lights, headlights, and grille bearing down on you. A set of non-stock fender-mounted parking lights were adapted to work as turn signals, while bumper-mounted lamps work in conjunction with the factory taillights. They also added a period-correct metal trunk that could only be a smart idea out on the road. Why the car never made it to the starting line of the Great Race, nobody knows, but today it gives the distinct impression of being a car that was restored to drive and then spent 15 years doing just that and doing it well.

The interior is correct, carrying handsome taupe mohair upholstery that was optional in the Model 87. Featuring traditional pleats and buttons, plus ornate door panels with map pockets, it meets the upscale image Buick was trying to project. You'll also find plenty of real wood trim on the window garnish moldings and dash, plus a wool headliner with



*344 cubic inch OHV straight-8 is well-engineered, durable, and powerful. Note non-stock alternator and downdraft carburetor.*

either, offering a lovely Art-Deco instrument panel with real wood inserts and nickel-plated trim that's wonderfully ornate. Gauges echo the shape of the grille (earlier versions of which had caused great consternation over at Packard) and offer a fairly complete view of the engine's health. This car is also equipped with an optional heater/defroster unit, which uses two separate fans to direct warm air to your feet or onto the windshield as needed. And despite the relatively compact 124-inch wheelbase, the Model 87 rear seat accommodations can't be considered anything other than first class—note the footrest, the plush carpets, and built-in ashtrays and vanity cases for both rear-seat passengers. Buick seemed to be working overtime to deliver a lot of car for the money.

But it really is that straight-eight engine that makes the large-series Buicks so delightful to drive. Buicks used overhead valves from the very beginning, so that was nothing new, but they made the 5-main-bearing straight-eight state-of-the-art in 1931. 104 horsepower was competitive with almost anything else on the market using eight cylinders, but it's the torque that makes these big Buicks such great road cars. Even with the rather tall high-speed gears, downshifts are almost optional except for at a dead stop, and it pulls with surprising urgency well past legal speeds (Buick advertised the engine as being able to sustain 80 MPH, a rather significant feat for 1931). Buick straight-eights are muscular, so you can feel them working under the hood, but it's the feeling of expensive machinery doing its thing and is every bit as pleasing as a vibration-free car, just different. It's unknown whether the downdraft carburetor adds any performance, but throttle



*124-inch wheelbase is large enough to be comfortable but still easy to handle.*



*Dual taillights each incorporate tail-, stop-, and even backup-light functions.*

three separate courtesy lights. The driver received a large steering wheel with center-mounted headlight and throttle controls and the front seat adjusts significantly enough that even very tall drivers will find themselves comfortable. 1931 was the final year that the gauges would be mounted in the center of the dash, but Buick didn't skimp there,

*continued on page 18*





**1931 Buick Model 8-87 Touring Sedan**  
Owner: Ron Dewoskin



**First (continued)**

response is crisp and the big engine pulls the 4200-pound sedan around without much effort at all. Thanks to a recent exhaust system, it sounds correct with an eight-cylinder burble that's quite different from your usual V8 yet no less appealing.

Synchromesh was also new for 1931 and was included on all but the Series 50, so shifting is easy and clutch action is light. All 1931 Buicks used torque tube drive, which Buick engineers believed improved ride quality although suspension was still standard leaf springs at both ends. Steering effort is reasonable for such a large car, and it gets easier as speeds increase. The brakes, while still mechanical, are adequate even with this car's improved speed capabilities, although like any vintage automobile, driving in today's traffic requires some vigilance and planning ahead. It sits on optional 19-inch wire wheels and correct (for the era) dual-sided wide whitewall tires. The current 7.50-19 size is slightly larger than the original 6.50-19s, which often look too small, so the choice is easy to understand.



*Ornate yet functional instrument panel.*

On the road, the Buick's performance is extremely impressive. The big straight-8 makes effortless torque, so down-shifting is completely optional except for a dead stop, and thanks to high-speed gears it can cruise easily at 60-65 MPH. That makes a big difference in today's traffic! The long wheelbase smoothes most of the bumps, although it's still rigid axles and leaf springs all around so you can feel the jolt a bit through the steering column. And that big straight-8 delivers the kind of torque that makes downshifting almost completely superfluous. It is easy to see why this would be an excellent candidate for a cross-country driving event, because it's fast, comfortable, and capable in everything it does.

It's worth noting that two Buicks participated in the 1931 Indianapolis 500, both running the all-new 344 cubic inch straight-8 engine. The first qualified at 105.1 MPH and finished twelfth while the other qualified at 99.3 MPH but completed only six laps before a crash ended its race. Early eight cylinder Buicks remain favorites of vintage racers today, and you will often see lightweight race



*Back seat is spacious as well as luxurious. Seat belts are obviously not original equipment.*

bodies crammed full of overhead-valve straight-8 power, particularly in Europe where Buicks are especially popular for rallying.

For the hobbyist on a budget, Full Classic Buicks often represent a fantastic bargain. An 80 or 90 Series Buick is easily a match for 8-cylinder cars from other manufacturers, delivering high quality and surprising performance at a reasonable price. They're still big cars so they're as imposing as a Classic should be, and their engineering makes them reliable tour partners on the road. We've often heard people say "it's just a Buick" when referring to cars like this lovely sedan, but I think that's a mistake. For your money, a Buick represents a lot more car than the price tag might suggest. Add in fantastic club support and a familiarity that you may not get from some of the orphan brands, and a Buick can deliver all the fun with few of the hassles. Buick really is the better buy! 🚗

## **SPECIFICATIONS**

<b>Year:</b>	1931
<b>Make:</b>	Buick
<b>Model:</b>	87 5-Passenger Sedan
<b>Original Price:</b>	\$1565
<b>Engine:</b>	344 cubic inch straight-8
<b>Horsepower:</b>	104
<b>Torque:</b>	250 lb.-ft. (estimated)
<b>Transmission:</b>	3-speed manual, synchromesh
<b>Final Drive:</b>	3.69:1 (4.39:1 original)
<b>Wheelbase:</b>	124 inches
<b>Curb Weight:</b>	4255 pounds
<b>Brakes:</b>	Mechanical 4-wheel drum
<b>Wheels:</b>	19-inch wire wheels
<b>Tires:</b>	7.50-19 dual whitewall

## **David Dunbar Buick Brushes With Greatness**

Few men can claim the distinction of having their name on an automobile, let alone one of America's oldest and most successful brands. With that honor, you would think that the man himself would have been equally successful, but in the long, complicated story of David Dunbar Buick there are no happy endings.

Born in Scotland in 1854 to parents who spelled their name 'Buik,' David Dunbar Buick emigrated to Michigan with his family when he was just two years old. In 1869, at age 14, he joined the Alexander Manufacturing Company, which made plumbing fixtures and where he would work for the next 20-plus years. During the booming 1870s, at which time Englishman Thomas Crapper invented his famous flush toilet, the plumbing fixture business became incredibly lucrative. By 1885, Buick owned more than a dozen US patents for plumbing-related inventions, including the process for bonding porcelain to cast iron—a system still used today on bathtubs. Although he was successful enough to eventually purchase the Alexander Company with a former classmate (or fellow apprentice, history is not clear which), Buick's interest was quickly turning to internal combustion engines.

By 1897, Buick was selling stationary L-head engines for industrial use. With his attention focused on engines instead of plumbing supplies and fixtures, the renamed Buick & Sherwood Manufacturing Company struggled and was eventually liquidated, with Buick pocketing about \$100,000 in the process. He used that cash to establish the Buick Auto Vim & Power Company, whose purpose was to build stationary engines for farm and industry.

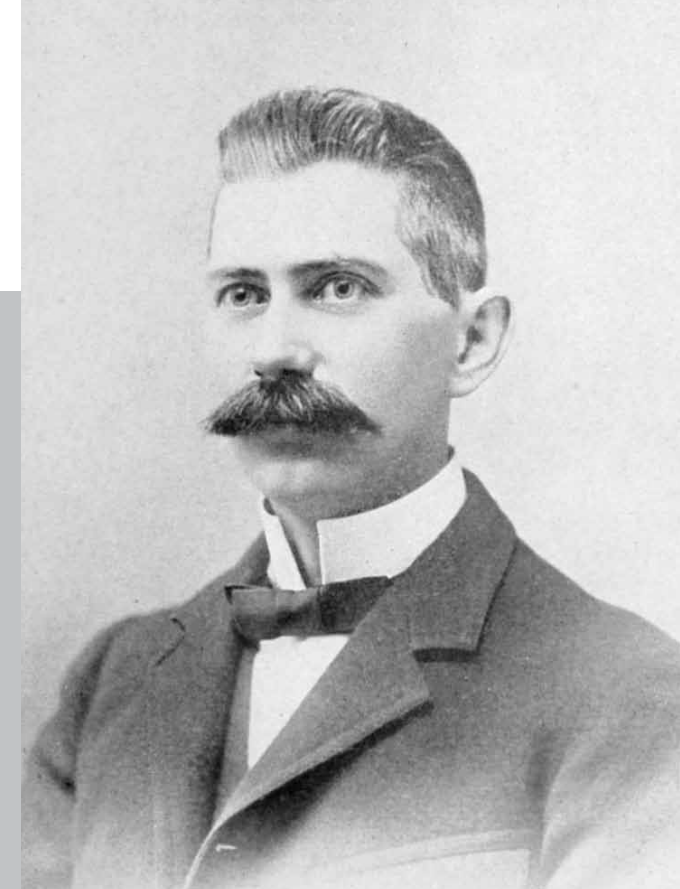
Sometime around 1902, Buick and one of his engineers, Walter Marr, installed an engine in a wagon and the first Buick automobile was built. Hiring French-born machinist Eugene Richard, Buick developed its signature overhead valve engine which was significantly more powerful and efficient than most of its competition. This, combined with the handful of hand-built Buick automobiles now running around Detroit, drew the attention of a series of investors, including the brothers Briscoe (who would later sell their stake in Buick to found Maxwell) and James Whiting, owner of the Flint Wagon Works who perhaps saw the writing on the wall for the wagon industry. It was Whiting who moved the company to Flint and changed the name to the Buick Motor Company so they could focus exclusively on building motorcars. Shortly after selling their first production automobile to a real customer in 1904 (a doctor), William Crapo Durant bought controlling interest in the Buick Motor Company, which he envisioned as the foundation of a venture called General Motors.

At that point David Dunbar Buick was little more than a Buick employee, and later a General Motors employee. He left the company that bore his name in 1909 with a large severance check from Durant himself. Buick headed west to California, but bad luck followed. He invested a significant portion of that severance check in the oil industry, yet managed to lose almost all of it after the securities firm that represented the Buick Oil Company was accused of stock fraud by the *New York Times*. Subsequently, Buick returned to Michigan to help other manufacturers promote their automobiles in a fast-growing market, and eventually ended up in Florida selling real estate—he buried the last pennies of his fortune in a land venture which, of course, also failed.

From about 1914 to 1928, Buick's whereabouts and dealings are not known; he simply dropped out of sight once the money was gone. He was not even invited to Buick's *Silver Jubilee* celebration in April 1928. Eventually Civil War historian and journalist Bruce Catton tracked down Buick and found him living in a shoddy apartment in Detroit in November 1928, too poor to afford a phone let alone one of the automobiles he helped pioneer. At age 75 and in poor health, Buick was nevertheless still working at a vocational school teaching a shop class.

In March 1929, David Dunbar Buick died of complications arising from cancer and pneumonia, with a local newspaper noting that he left nothing behind but his name on a car.

*-Matt Harwood*





## EVENT: ORCCCA DRIVE-IN MOVIE

# ACTION!

**Hiding friends in the trunk is *completely* optional!**

By Winton P. White

Photos by Matt Harwood

The drive-in movie was an American institution, merging entertainment and automobiles just for the fun of it. It was neither practical nor sensible, but it sure was fun! Today, the venerable drive-in movie theater is all but extinct, a dinosaur from the '50s as obscure and forgotten as the sock hop... *or is it?*

A few years ago, Melanie Harwood heard about a company with portable outdoor theaters and decided it would be a great way to get old cars and their owners together for some fun. Dave and Dawn Heinrichs, with their lovely property in Columbia Station, Ohio, provided the ideal setting. After a few false starts over the past two years, everything came together beautifully in late August 2019. The night was cool but not cold, the weather was overcast but not wet, and the company was great.

The Heinrichs provided a barbecue meal, burgers and hot dogs plus desserts and even a candy shop with popcorn just like you'd find at a real drive-in. Fellow club members arrived in all manner of vehicles, including a half-dozen Full Classics and other interesting antiques that were well-suited to the theme. We munched on dinner until the sun had fully set and then fired up the projector.

Dolph Kamper found some vintage promotional films to show as a preview and the feature film was "The Sting" starring Robert Redford and Paul Newman among other notables. It was a great choice, offering a period feel, great vintage automobiles (watch for the especially lovely 1935 Pierce-Arrow 845 club sedan used by Robert Shaw and his gang), plus a fast, fun story that even kept the kids entertained. Fortunately, the inflatable screen also included powerful speakers, so we weren't necessarily reliant on the primitive (or non-existent!) radios in our cars for the soundtrack and most of us ended up watching the movie from the front row using lawn chairs.

By all accounts, the evening was a big success, the rain held off, the company was great, and there are plans for doing this again sometime soon. Let's hear some suggestions for the next film! 🚗



*The Kamper family's 1938 BMW 328*



*The Harwood family's 1941 Buick Limited limousine*



*Dave Heinrichs and his grandson piloting the family's 1916 Cadillac touring*



*Giant inflatable screen and cars lined up really does look like an old-time drive-in!*



*Bob Brown's 1941 Cadillac 60 Special*



*Bob Atkinson's 1926 Buick Master 6 Sedan (non-Class)*



*Tom Barrett's 1926 Studebaker roadster (non-Class)*



*Jeff Powell's 1948 Chrysler Town & Country*



EVENT: PORT CLINTON TOUR

# TAKING FLIGHT

## A day tour to one of ORCCCA's favorite museums

By Melanie Harwood  
Photos By Rich Fink & Melanie Harwood

Let me be honest: I was not excited to see that our September outing was going to be the same trip we took only four years ago. However, I was pleasantly surprised to see that much had changed upon our arrival at the Liberty Aviation Museum in Port Clinton! Thank you to Dave Heinrichs and George & Margie Strom for spending the time planning and coordinating our day. I know how much work it takes to put together an outing for our club and I am grateful to everyone who steps up to tackle such a job!

The last time we made this trek was in May of 2015. This year we ventured out on Saturday, September 28. It was a gorgeous, sunny day perfect for driving our Full Classics. Once again, we started at the enchanting Schoepfle Gardens in Birmingham, Ohio but coming later in the season meant a different variety of flowers on the grounds than seen earlier in the season. We arrived in time to line the parking lot with our cars and enjoy a light breakfast together before embarking on a lovely drive led by George and Margie.



*Threatening weather pursued us along Sandusky Bay and finally caught up after lunch*

There were not nearly as many cars as we had hoped to see but one of the standouts was a 1939 Packard 160 convertible sedan recently purchased

by new club member John Talan. As usual, our club photographer Rich Fink was on-hand to get some great images along the way.

After a leisurely drive to Port Clinton, we arrived in style and were permitted to park on the tarmac at the museum. In the past, we were on our own to walk around looking at the vintage vehicles and aircraft but this time we had a tour guide who really elevated the visit for us. We were escorted through the newly-arranged hangar where there was more to see than we could in the time we were there. 🚗



*Full Classics on tour: 1932 Buick 96 (Margus Sweigard), 1932 Pierce-Arrow (Norm Cangey), 1939 Packard 160 (John Talan), 1941 Cadillac 60S (Bob Brown), 1941 Buick Limited (Harwood Family), 1941 Packard 160 (Al Truelson)*



*Ford Tri-Motor airplane under restoration*



*Although it's called the Liberty Aviation Museum, they also have a number of non-aircraft displays including a fully operational Sherman tank and a PT boat undergoing restoration (background)*



*Legendary 1500 horsepower Packard V12 PT boat engine*



*ORCCCA has donated one of these bricks at the Liberty Aircraft Museum*





EVENT: RAVENNA HOT AIR BALLOON A-FAIR  
**LIGHTER THAN AIR**

**Ravenna, Ohio hosts one of the nation's largest hot air balloon festivals; we decided to be there**

By Winton P. White  
 Photos by Matt & Melanie Harwood

2019 marked the 41<sup>st</sup> year of the Balloon A-Fair Festival in Ravenna, Ohio. This festival was conceived by some enterprising individuals who believed Ravenna should celebrate one of the city's earliest industries, toy balloons manufactured at the Oak Rubber Company. These industrious citizens organized that first celebration in 1978 and what began as a few small events has swelled into an exciting annual event with something for all age groups.

2019's theme was "Flying to the Heavens". The A-Fair includes a car show, carnival rides, various food vendors, and, of course, the launching of more than 15 colorful hot air balloons as its highlight.

Since Ravenna is an easy drive from anywhere in northeast Ohio, the Harwoods organized a lunch stop and a pleasant drive to the Balloon A-Fair, as well as special parking at the event designed to showcase the CCCA among several other car clubs. We started at Rockne's Pub for lunch, then drove to the Ravenna fairgrounds to watch the balloon launch. The drive was easy, the weather was perfect, and the spectacle really was spectacular. Sorry you missed it. 🚗



*Full Classics lined up at lunch stop, ready to go!*



*The sheer number of Full Classics in attendance meant we had to park in the dirt. Fortunately, the Jeep Club was able to use the reserved ORCCA spaces.*



*Jeep club obviously has no problems with participation!*





## TECH: REMOVING BROKEN FASTENERS

# OH #%@&!

## It's not easy, but broken bolts are not the end of the world

By Matt Harwood

Work on ancient machinery long enough and you'll inevitably run into a fastener that just doesn't want to come loose. You apply some force... then a little more force... then it *feels* like it's moving... then... *oh no, it's moving much too easily!* Yep, it sheared off. You've got to get the fastener fragment out of the hole but you have nothing to grab with a wrench. What now?

Obviously the first thing you should do when removing any fastener is *try really hard not to break it*. Taking your time and using a combination of heat and lubricant can only help. Don't just crank on it with everything you've got and then get a longer wrench when it doesn't budge. No, you need to sneak up on it *gently*. Talk nice to it. Still, that doesn't always work. On my 1935 Lincoln V12 engine, for example, I had to remove the heads to repair a hole in the block and once they were off, I realized that the head studs were shot. They were rusty, twisted, pitted, cross-threaded, and completely unusable if the engine was ever going to be healthy again. So I had to remove them. Heat, penetrating oil, gentle pressure, then more heat and more oil.

And time. *Lots of time.*

Ultimately, after four weeks of working on three or four of them a day, I had successfully removed 23 of the 58 studs. The rest sheared off at the deck surface, every mechanic's nightmare. Defeated, I gave up for a few months. But like any proper lunatic, eventually I went back to work.



### OPTION 1: WELD A NUT TO THE BROKEN STUB

If you have access to a welder of some sort, this can be a useful trick for removing broken bolts that are flush with the surface. The combination of the welder's intense heat and a nut you can grab with a wrench can often extract a stubborn fragment.

The trick is to get the broken fragment itself as shiny and clean as possible, but use a rusty nut—you want a good, strong weld to the fragment but the weld filling the nut's threads will permanently grip the nut so it doesn't need to be perfect. Again, the critical part is a good weld at the fragment's surface. Use lots of heat—don't worry, the weld



Weld a nut to the broken end...



...and just unscrew it

won't stick to a cast iron or aluminum block and shouldn't hurt it a bit. After welding, the nut (and the stud it's welded to) will be white hot, so let it cool naturally to a deep red, then use a wrench to gently wiggle the nut a bit—not a lot of force, just nudge it back and forth a bit. As it cools, you can increase the torque gradually. If you're lucky and your weld is good, the fragment will start to unscrew and you're home free.

On the other hand, if you're like me and you aren't the least bit lucky, the stud simply breaks off again, but now it's even deeper inside the hole. After eight or ten failures, I realized that I needed another option.

### OPTION 2: DRILL IT

If the welder trick doesn't work, you're going to have to just drill out the fragment. Some guys will simply drill a hole and use some kind of bolt extractor, which is a kind of coarse reverse-rotation drill bit with a wedge profile. However, it's important to remember that bolt extractors are made of a hardened metal that presumably fell to earth from outer space—it's harder than any other known substance. It's also quite brittle so if you break one of those off inside your bolt, you'll *NEVER* get a drill bit through it. For this reason, I do not use EZ-out bolt extractors. They're a recipe for disaster and I don't think I have enough humanity left in me to suffer more setbacks with this car.



EZ-out bolt extractors. Use at your own peril!

Drilling through the stud takes some care—you must find the center of the broken fragment and the drill needs to remain perpendicular to the deck surface to ensure the hole stays true.

Without sophisticated tools, it can be tough to be certain you are drilling through the center of the fragment. Sometimes "close enough" is close enough, but if you are at all concerned about damaging the threads in the surrounding block, you'll want to get it as true as possible. On an engine block, you can use this neat trick to get pretty close: use the cylinder head as a guide and a transfer punch to mark the center. If you use a transfer punch that's exactly the same diameter as the hole in the head, it's easy to get very close to the center. Check it out:



Use a transfer punch and the cylinder head as a guide to hit the center of the broken stud



Transfer punch makes a neat pilot hole in the center

When you start to drill out the fragment, use a slow speed with lots of cutting oil and periodically stop to check your angle with a square to be sure you're going down the center of the fragment. It's time-consuming but remember that a mistake here will be very costly and difficult to correct later. Use a low drill speed because you do not want to break off a drill bit for the same reasons you don't want



35 out of 58 studs broke off just like this. You can see how corroded and compromised they were.

continued on page 28



#%@&! (continued)

to break an EZ-out—the metal is just too hard to be drilled out again.

On the Lincoln studs, I started with a 3/16-inch reverse drill bit, then went to 1/4 and then ultimately an 11/32-inch bit which—in theory—should just miss the 7/16-14 threads inside the block.



Use a square to keep your drill bit perpendicular to the deck.

If you're lucky and you're using a reverse drill bit, when you're making that final pass the paper-thin shell of the broken stud may work itself out as you drill. As I mentioned, I am not lucky, so most of mine remained firmly bonded to the threads—ghostly shadows of the block threads were even visible through the stud's remains. At this point, use a small flat drift and a hammer to gently chisel the stud's threads away from the threads in the block. Again, use patience and understand that you won't be getting it all in one piece. If you're at this step, it's going to fight you. Break off a little chunk, grab it with some needle-nose pliers, then go after the next piece, working around the perimeter of the hole.



Drill progressively larger holes until there's only a thin shell of the broken stud left.

There may even be remnants that you can't chisel out, but if you have some good threads exposed at the top of the hole, you can often use a tap to twist out the last few fragments. Again, go slowly and don't use much force—you don't want to cut into the block or damage the threads, you just want to push the fragments out of the threads. There are tools called "thread chasers" that are simply unsharpened taps that won't cut into the threads but are merely designed to clear debris out of them. Use one of those.



Use a small drift and hammer to knock the last bits of stud out of the threads, then remove the remains with needle-nose pliers


Care and patience are absolutely critical for this job. Walk away if you have to—this is not a place for brute force and bad tempers. It takes as much time as it takes. Get it?

After another six weeks of evenings and weekends, I was finally able to remove 34 of the broken studs. The 35th? It, unfortunately, has the remains of a broken 1/4-inch drill bit embedded in it (put there by my mechanic who thought it would be easy to drill out a stud and promptly snapped the bit in about 1.3 seconds). I bought an expensive tool



Thread chaser should remove any remaining bits of the stud

designed to literally grind it out of there, but I haven't yet found the mental fortitude to go back in after it. There's only so much misery you can endure from a single car, you know?

I'll save my tips for using that grinding tool, as well as some other tricks I used to fix my mistakes, for another article. Nevertheless, the techniques here will help you in 85% of your broken bolt situations. Good luck—you're gonna need it! 

EVENT: ELYRIA ICE CREAM SOCIAL

# EVERYBODY CHILL!

Low-key fun in the heart of summer

Photos By Rich Fink



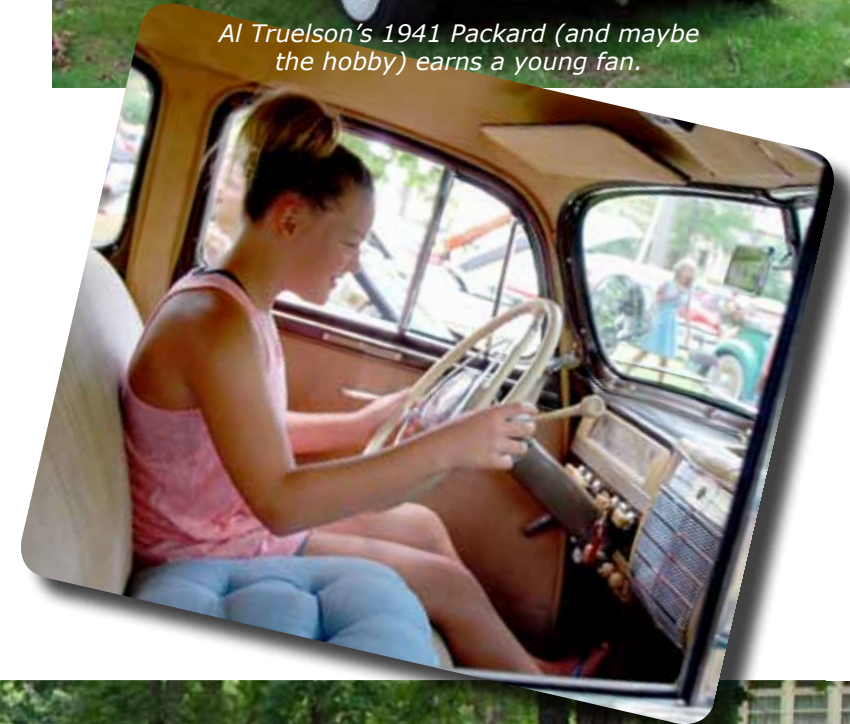
George Strom (center) talking Pierce Arrows with Dave Heinrichs (left) and Al Truelson



Al Truelson's 1941 Packard (and maybe the hobby) earns a young fan.



Hosted by the Lorain County Historical Society, which is housed in this lovely Victorian mansion



We haven't seen a line-up of Model As like that in years! Perhaps rumors of the hobby's demise are premature?



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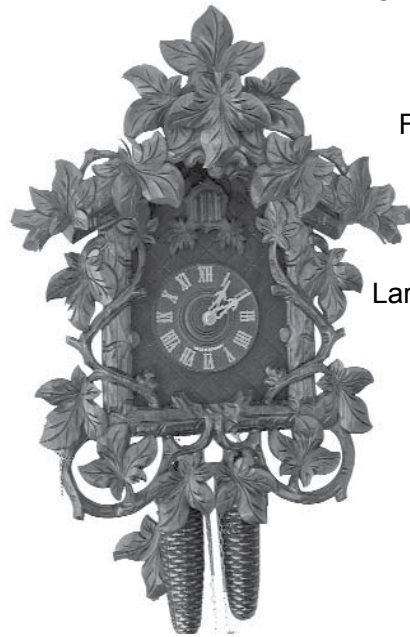
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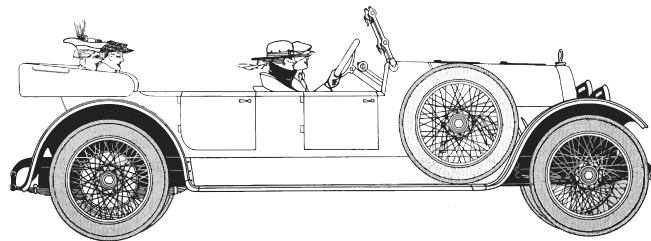


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