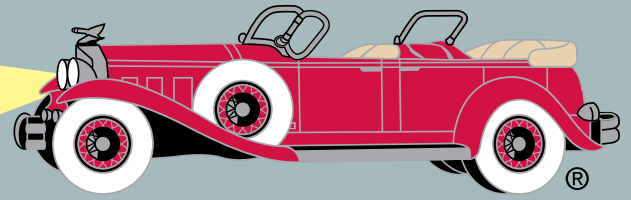


Northern Lights

The Ohio Region
Classic Car Club of America



SUMMER 2019

INSIDE:

REPAIRING METAL CASTINGS, TWO SEMINARS, FINE DINING, AND MORE!



“Gracie”

Harry Volk's 1928 Packard 533 7-Passenger Sedan

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Matt Harwood, Editor, "Northern Lights" magazine

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News & Calendar

To our ORCCCA friends:

It has finally happened. Age, a bad back, and a torn rotator cuff have all caught up and I have retired.

We would like to thank the members of the Ohio Region Classic Car Club for their support over the past 30 years. We have enjoyed working with the owners and especially their cars. The cars have won some nice awards through the years and a few are now in museums, and we're very proud of the work we have done. I credit these achievements to my guys at the shop and the owners who had the foresight to preserve and collect these machines.

The company is still in operation with Ken Cerri, my partner for the last three years, as the new owner. He is doing business at the same location, at the same phone number, with the same team that has worked on your cars over the years. I will be a consultant for the company if needed, so I guess I really am retired! If you are getting your cars ready for touring or need some help, please feel free to give Ken a call.

Thank you again for your business and support.

-Jim and Kathy Capaldi



2019 Event Calendar

- | | |
|---------------------|---|
| August 31 | Drive-in movie night
(Dave & Dawn Heinrichs) |
| September 9 | Board meeting
(Rich & Kat Fink) |
| September 28 | Port Clinton Tour
(George & Marjorie Strom) |
| October 9-12 | Hershey! |
| November 3 | Annual Meeting
(Mike Dube) |
| December TBD | Holiday Party
Dave & Dawn Heinrichs |



This was a little embarrassing. What are we doing about it?
See page 4.

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.

Email us: NorthernLights@ORCCCA.com

EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

In this issue of "Northern Lights" you'll find flashbacks to a pair of pillars in the Ohio Region Classic Car Club: Bob Porter and Harry Wolk, both of whom sadly passed away recently.

I don't enjoy this part of the job very much, and when members like Bob and Harry are no longer around, there's a tangible emptiness in the club that is hard to fill. I'm sure most of you knew them both and enjoyed their company, their enthusiasm, and their cars, as well as their many contributions to the hobby. We are all a little poorer in their absence.

This month's feature car is Harry Wolk's 1928 Packard 533 7-passenger sedan, nicknamed "Gracie." If you've spent any time in the club, you're already familiar with both Harry and Gracie. Thanks to club historian Bob Girardi, I was able to reprint Harry's own words from the Spring 1991 issue of "Northern Lights" and add more recent color photos that I took several years ago when I was lucky enough to spend a day with Harry talking Packards. As a special treat, on page 21 you'll also find an open letter to the membership written by Harry in that same 1991 issue, where he discusses one of the same problems we face today: *attracting young people to the hobby*. I guess the more things change, the more they stay the same. I hope you consider Harry's thoughtful words; they're as relevant today as they were nearly 30 years ago.

As you may also know, Bob Porter passed away in May. I feel like every issue of "Northern Lights" is a tribute to my good friend Bob and I know I've sung his praises here before. You'll find some more formal thoughts elsewhere in this issue, but as editor I always felt as though I was standing in his shadow. I'll also admit that I was pretty happy being there and having the ability to call on him was very reassuring. Continuing his tradition of excellence is my only goal and he was always available with advice, guidance, and just plain old inspiration whenever I got in a jam. His quiet humility probably prevented him from receiving the true accolades he deserved for doing this job for *more than 15 years*. Quite honestly, I just don't know that I have enough pages or words to give him the credit that he deserves.

I wish to also thank those of you who sent your photos of Bob for me to use in this issue; as the editor, he was far more often on the other side of the

camera and finding good photos of him proved difficult. Thank you to all who answered the call: David Miller, John Davis, Jeff Powell, Jeff Larger, Eric Butler, Rex Fisher, Greg Troy, Steve Grobel, Phil Masters, Rich Fink, and anyone else whose name I might have accidentally and inadvertently missed. Thank you all—you know what a special man Bob was and you have honored him well.

But it isn't all glum news, as ORCCCA has a calendar full of events planned and going on throughout the summer. Dwindling participation is a problem, as it is with many CCA regions, but I want to encourage you to get out there and drive your car. My experience suggests that the public always responds positively to Full Classics, recognizing that they are special. For instance, the last three years that we have hosted our annual car show and cruise-in at Harwood Motors on the last Saturday of July, the People's Choice awards have gone to Full Classics. With nearly 200 cars on display, including some rather special hot rods and muscle cars, the public (*not me and Melanie*) has inevitably chosen those cars that we happen to love most. Two years ago it was Norm Cangey's Pierce-Arrow, last year it was Phil Tobin's 1941 Buick Limited, and this year it was Mike Pinchot's 1930 Cadillac V16 club sedan. That strongly suggests to me that Full Classics are not only an important part of the hobby, but perhaps the part that resonates most powerfully with people who love cars. Please, find a way to get out and use your car and let people see it being a car doing car things. The only way we're going to ensure the survival of the hobby as we know it is to show people who believe these cars can't be driven that their pre-conceptions are flat-out **wrong**. Perhaps you noticed the picture at the bottom of page 3, showing the Full Classics class at the annual Arthritis Foundation car show in Columbus. *Not ONE Full Classic in attendance* except my own 1941 Buick Limited, which was parked in the Buick section. That's not the way forward guys. **Let's go out and win some hearts and change some minds!**



IN MEMORIAM

JOHN ROBERT "BOB" PORTER

By Matt Harwood

On May 15, 2019, friend and long-time editor of "Northern Lights," Bob Porter, passed away at the age of 82. Those of us who knew him will miss him greatly and his contributions to the club and the hobby will stand for generations to come.

Although he owned many different marques, Bob's favorite cars were—*obviously*—the Chrysler Town & Country, and he was instrumental in getting them accepted as Full Classics. His personal collection included a 1948 Chrysler Town & Country sedan and a 1949 Chrysler Town & Country convertible (shown at right and below, respectively), both of which were a welcome and frequent part of club tours. Unsurprisingly, he was also very active in the Town & Country Club, where he was regarded as an authority on the breed; in addition to serving as the "Northern Lights" editor for 15 years, he also edited that club's magazine "Timber Tales" for more than **23 years**. For his efforts, he was frequently recognized with writing awards, including the coveted "Golden Quill" award presented by "Old Cars Weekly" for outstanding club publications.



But there was much more to Bob Porter than wooden Chryslers. Born in Madison, Wisconsin on May 9, 1937, he graduated from New Trier High School in Illinois in 1955. Shortly thereafter, he joined the US Air Force, from which he was honorably discharged in 1960. He enrolled at Northwestern University and graduated from the Vogue School of Design in Chicago in 1962. He spent the following 40 years in interior design, where his impeccable taste and refined sensibilities surely served him well. His reputation in that field was as sterling as within the Town & Country community.

If you ever visited Bob's home atop a tall apartment building in Lakewood, you found an immaculate and welcoming place full of art, artifacts from his travels, and classical music, all of which reflected Bob's tastes. He also had a fondness for model railroading, and those of you who have seen his spectacular collection of vintage electric trains proudly on display in his living room know that Bob took great pride in everything he did.

On a personal level, Bob and I spoke often and on a wide variety of topics and I enjoyed both his soft, quick wit and thoughtful opinions. He was always quiet but never without anything to say, and if he called you friend it was because he'd decided that you were worth the effort. I felt honored to be his friend and will miss him very much. Thank you for all your hard work, Bob. You made the club—and the world—a better place. 🚗



EVENT: ORCCCA CLAMBAKE

EAT CLAMS, DRIVE CARS

The annual ORCCCA clam bake offers food, fun, and one last drive before winter

By Diane Brown

Photos by Rich Fink & Melanie Harwood

On a cool, crisp October Sunday, members of the ORCCCA got together to have a clam bake at Ironwood golf course.

Following some coffee, juice and snacks we drove over to Charlie Jandik's collection of cars, panel trucks, old fashioned office furniture, and other memorabilia. Oh, by the way, if you are interested most everything in his garage is for sale.

After having cider and cookies at Charlie's place, we drove back to the golf course for more food. We never seem to go hungry during these events. The clam and steak bake was excellent. Nancy did a great job on all the food, and as usual Diane's chowder and soup were delicious.

Many thanks to Diane Truelson and Jean Gentner for helping and making it a great event! 🚗



Clams are obviously A-OK with Riley



A pair of Lincoln club sedans: David Schultz's 1931 K V8 and the Harwood family's 1935 K V12



Jerry & Jean Gentner's 1941 Cadillac Series 62 sedan



A crisp autumn day for a drive



Just part of Charlie Jandik's eclectic collection



David Johnson's Packard Darrin leads Lee and Pam Wolff in their Mercedes-Benz 560SL (NC), Melanie Harwood's 1956 Chrysler Town & Country (NC), David Schultz's 1931 Lincoln, and the Harwoods' 1935 Lincoln.



Fearless leader Truelson shows us the right way to park a Cadillac (in a handicapped space, no less)



Lunch was obviously a big hit!

EVENT: ORCCCA TECH SEMINAR

TECH SAVVY

Automotive electrical systems and dustless sandblasting were the topics of the day

By Winton P. White

The annual ORCCCA tech seminars have become a great way to have old car fun in the grip of a northeast Ohio winter. Not only do they offer the opportunity to get out of the house, but they're car-related activities that allow members to visit with friends and learn new information that they can apply to their own cars and restoration projects.

This year, the ORCCCA Tech Seminar featured two presenters: Earl and Jeff Greenberg from Certified Auto Electric and Eco Blast It mobile dustless sandblasting service. Obviously those are services that can always be useful to restorers and hobbyists, and sometimes just knowing who to call is half the battle.

Earl and Jeff Greenberg own **Certified Auto Electric** on Northfield Road in Bedford, where they specialize in starters, generators, alternators, voltage regulators and wiring for almost anything with an electrical system. On my very first visit to their shop, I discovered a freshly restored 1916 Delco-Cadillac starter/generator sitting on the counter. I immediately knew I had found the right guys.

Jeff led the discussion and talked about some of the



Eco Blast It can bring the sandblasting equipment to you

common issues that old cars have, particularly 6-volt old cars. #1 and #2 on the list of problems are bad grounds and battery cables that are too small. If your 6-volt car cranks slowly, especially when it's hot, that's always where to start. Jeff showed us some samples of heavy-duty battery cables that they make in-house which are not only large enough to handle the biggest antique starter but also incredibly flexible to make installation a snap. He also discussed batteries, wiring, and maintaining your starter and generator, items typically considered maintenance-free... *until they aren't*. A lively question-and-answer session followed which not only gave everyone the opportunity to get a professional answer on a problem they were having on their own car, but to learn from others' mistakes.

Once Jeff was finished, the guys from **Eco Blast It** gave a brief presentation on their dustless sandblasting service, which uses abrasives suspended in water to control airborne dust. This is how they are able to offer on-site services, which can be incredibly useful to a restorer with a disassembled car needing to have its metal cleaned.



Earl (left) and Jeff Greenberg, second and third generation owners of Certified Auto Electric



Jeff Greenberg of Certified Auto Electric takes questions from a packed house

Curiously, even though they are using pressurized water jets to deliver the abrasive media, post-blasting rust is a non-issue thanks to a metal conditioner they add to the mix. It won't stop rust forever, but it does keep the freshly blasted metal from flash-rusting in the immediate future. *Nice!*

After some Q-and-A in the shop, the Eco Blast It team set up their equipment in the parking lot at Harwood Motors and gave a brief demonstration by stripping a Jeep door bare in a matter of seconds. Given that it was about 22 degrees outside, conditions were less than ideal, but there was no question in anyone's mind that this is an incredibly useful service. In fact, I've heard from three separate seminar attendees that they've used the Eco Blast It service and are completely satisfied with the results.

After the presentations, there were snacks and beverages, as well as the opportunity to look around the Harwood Motors showroom.

Next year's seminars promise to be equally useful, starting with CO₂ blasting that can clean entire engine blocks without disassembly. Stay tuned! 🚗



Live demonstration of the Eco Blast It equipment

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Bedford, OH 44146
440-439-1100
E-mail: tech@6Vto12V.com
Website: www.6Vto12V.com

Eco Blast It
740 Marks Rd. Unit F
Valley City, OH 44280
216-857-2710
www.facebook.com/ecodustlessblasting

EVENT: CUYAHOGA VALLEY RAILWAY DINNER

ALL ABOARD!

Vintage transportation and first-class dining aren't limited to just tours and CARavans

By Melanie Harwood

On Friday April 5, members of ORCCCA enjoyed time together on a private dining car for a lovely two-hour train ride and dinner along the Cuyahoga Valley Scenic Railroad. We gathered at Rockside Station and boarded the stunning fully restored 1948 California Zephyr dining car, the *Silver Lariat*. While the food and drink were something to look forward to, it was the antique dome coach dining car that had most of us interested in participating on this particular outing. The *Silver Lariat* was built by the Budd Company in 1948 as a dome coach for service on the California Zephyr of the Burlington Northern Railroad. The Cuyahoga Valley Scenic Railroad acquired the spectacular art-deco-inspired coaches in 2018 already in mostly restored condition.

Upon boarding, we were greeted by our own conductor, Paul, who shared history about the California Zephyr, answered our questions, and

provided points of interest along our route, including a pair of bald eagles building a nest in the Valley. As ORCCCA members filled the 36-seat dining area, we enjoyed canapés and signature cocktails created by our hard-working personal bartender, Steve (yes, our dinner included an open bar). Once underway, dinner was prepared by Spice Catering Company. The menu changes from week-to-week so there was no knowledge of what our meal would be ahead of time. Needless to say, it was a very interesting and unique three-course meal with ingredients from Spice Acres, a 13-acre sustainable family farm located within the Cuyahoga Valley National Park, along with other local and Countryside Initiative farms.

We enjoyed a lovely night out with the camaraderie of fellow club members and look forward to putting together another event on the train soon. I'm thinking Murder Mystery Night! 🚂



Joan Kamper and Christine Snyder



Paul, our conductor and master of ceremonies. Every worker on board the CVSR is a volunteer!



Margus and Vicki Sweigard (waving) with Dave and Pat Schwerzler



Steve, our awesome bartender who put in a real night's work keeping everyone on board well-lubricated.

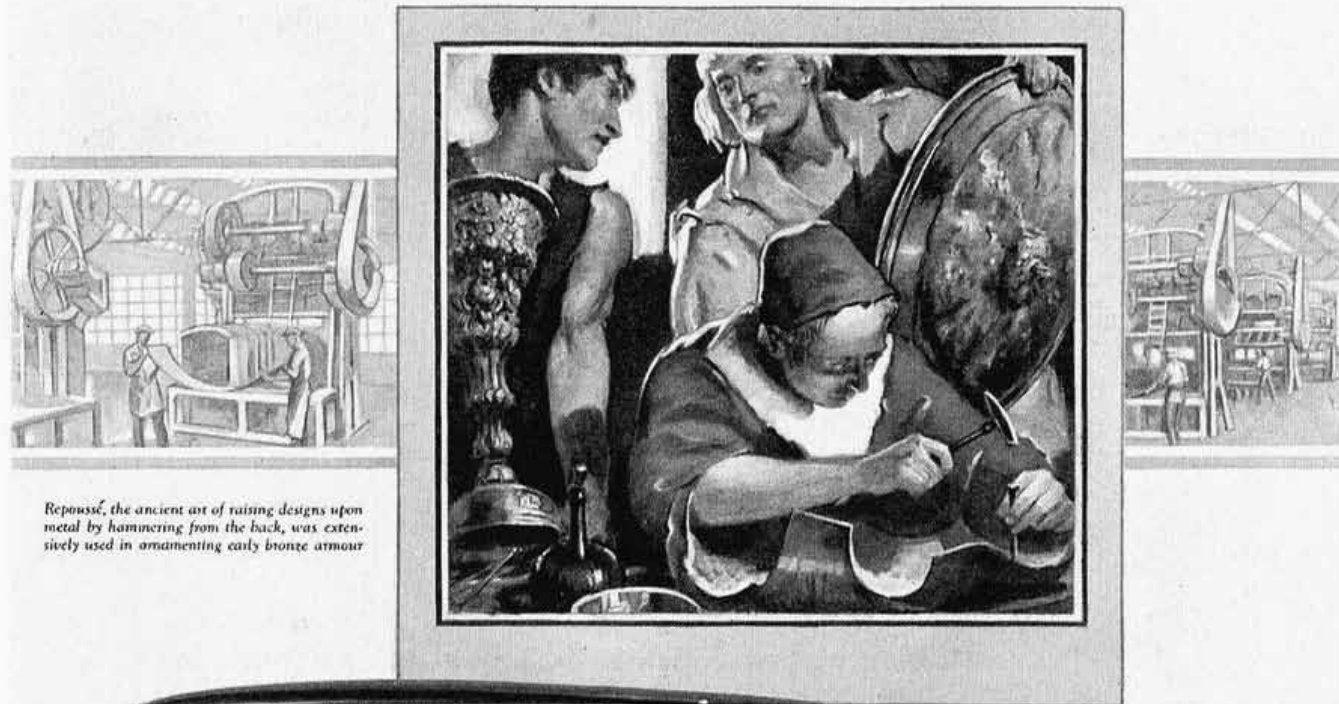


Outing organizers Melanie and Matt Harwood

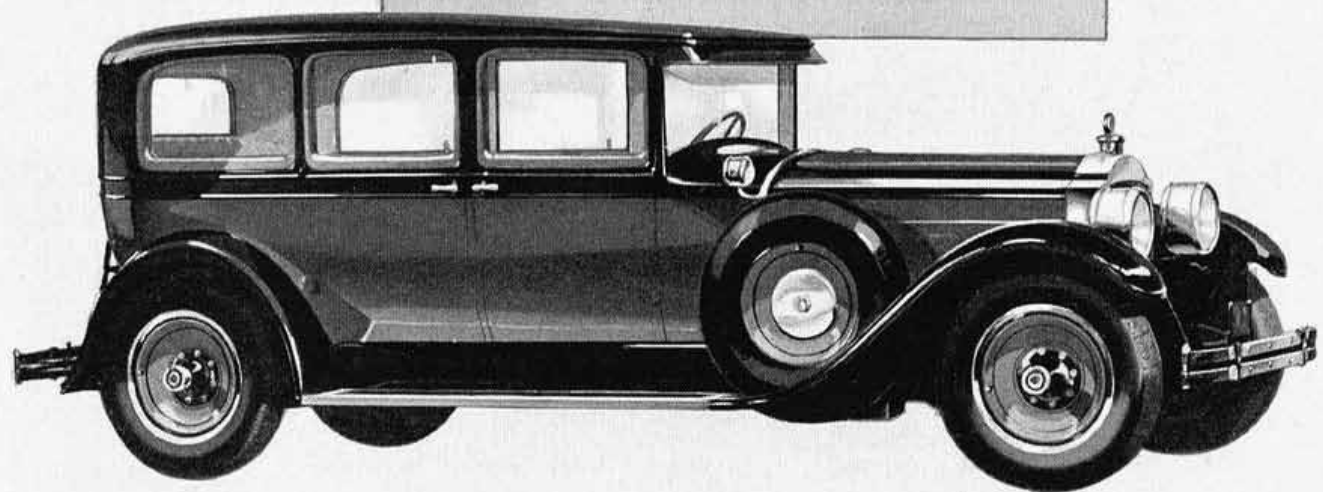


Monogrammed dinnerwear recalls first class pre-airline travel of the '40s and early '50s.





Repoussé, the ancient art of raising designs upon metal by hammering from the back, was extensively used in ornamenting early bronze armour



THE famed beauty and grace of today's Packard reflect far more than the ability of Packard body designers. Graceful lines, conceived by artists, are possible in the finished car through the modern perfection of tools and methods for the pressing of metal.

It seems but a few years ago when every Packard body was individually hammered out by wasteful hand work—the same method of beating flat metal sheets into useful and ornamental forms which has been practiced since the earliest times.

Packard cars are now priced from \$2275 to \$4550. Individual custom models from \$3875 to \$8725, at Detroit

P A C K A R D
A S K T H E M A N W H O O W N S O N E

Today, great presses, some of them exerting a thousand tons of force, mold Packard body panels, fenders and other parts from sheets of special steel. The costly dies instantly form more beautiful and accurate shapes than weeks of the most expert labor could possibly produce.

Packard is proud of the large part it has played in the development of metal-working tools which contribute so much to Packard beauty and long life—and aid in making Packard ownership available to additional thousands.

FEATURE: 1928 Packard 533 7-Passenger Sedan **GOODNIGHT, GRACIE**

We say goodbye to our good friend Harry Wolk by revisiting his extraordinary Packard, lovingly named "Gracie"

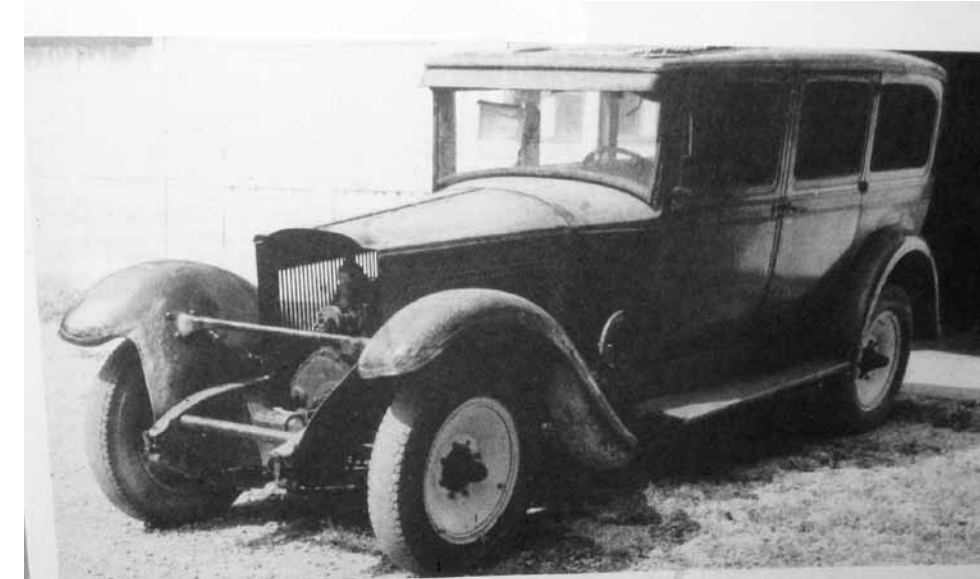
By Harry Wolk

Editor's note: This story was originally written for the Spring 1991 issue of "Northern Lights" so please bear in mind that Harry's adventure actually begins 52 years ago, in 1967.

Twenty-three years ago, a conversation was overheard about this monster car someone had acquired. It was *huge*. Took up the whole garage and was in the way of the family's boat building hobby. Couldn't tell what it was.

Well, mysteries are intriguing. I'd go look. It's easy to look when you're just married and have no money. "It's probably too expensive," I told my young wife. My mother-in-law shipped me a few dollars, "Just in case" (just in case of what?).

Some of the pictures show what a couple hundred dollars could buy in 1967. When my wife saw the car, she said, "Watizzit?"



Gracie, circa 1967 when Harry found her.

I said, "It's a Packard... 1928."

"And what are you going to do with that junk?" she asked.

"Gonna fix it up," I replied (uh huh).

So started the journey. Heck, I had over two tons of iron with half of the stuff missing and didn't even know what to call it.

Some time at the Frederick C. Crawford Auto-Aviation Museum revealed that it was a long wheelbase 533, six-cylinder, seven-passenger sedan. Second most expensive in the line and the second lowest in production at about 1400 copies.

Through some of the papers that came with the car, contact was made with a grand-nephew of the original owner. It seems that the car was purchased new in Chicago by a real estate developer when an eight-cylinder Packard limo couldn't be delivered after a three-month wait! An interesting aside was that this man bought three Packards that year—a convertible coupe for his wife, a close-coupled sedan for himself, and the seven-passenger sedan to escort potential clients from the train station to various parts of the city.



continued on page 14

Gracie (continued)

It followed this function by the original owner and then a second developer until about 1950, when a bowling alley proprietor bought it as a “novelty.” It sat idle behind the bowling alley until 1964 when, prior to the wrecking ball, it was sold to a Michigan dentist for his son to “play with.” It soon became a parts car and was in sorry shape when purchased in 1967.

This rare vehicle has only four other survivors: two in the United States, one in Zurich, Switzerland, and one in Australia. It is interesting to note that all of us have owned our cars for a long time. The ownership of the two others in the United States are 18 and 21 years with one vehicle a rusted hulk, and no progress during ownership. The other is about half restored. The copy in Zurich is being restored by the descendants of the original owner!



1928 was the final year for drum-style headlights on Packards. After searching in vain for replacements, Harry had Gracie's headlight buckets custom-spun in brass, then chrome plated.

hornet-ridden barn in Pennsylvania. I had a neighbor who received parts for me keep a “mystery box” in her freezer because the box used for packaging was a frozen food box.

The restoration of this last Classic six-cylinder Packard involved over 5000 man-hours, 1800 phone calls, and over 400 written communications. It ended up involving over 275 people in 33 states and five countries to make, restore, or find the required 6000 parts to restore this magnificent coach. 🚗



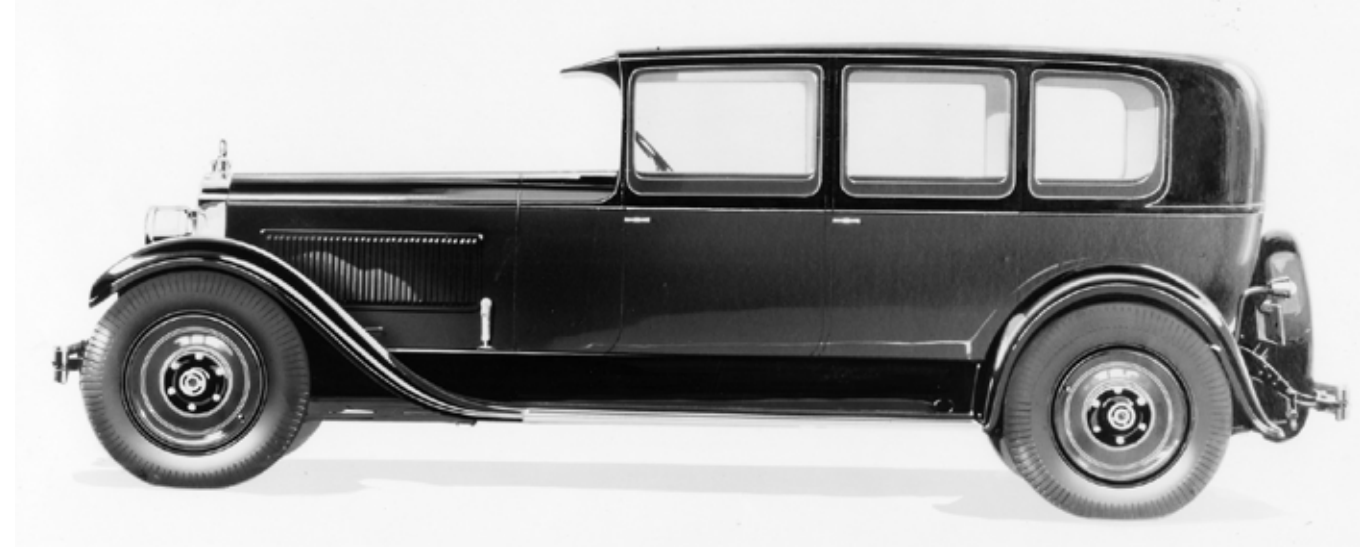
Packard's familiar three-element taillight, which incorporates stop, tail, and back-up light functions.

The copy in Australia was a 15-year project. Ironically, in 1989 it won recognition as the best restored pre-1929 Packard in Australia. That same year, my car won the Founder's Award for the best pre-1929 Packard during the 1989 PAC (Packard Automobile Club) National in Detroit!

The restoration is full of stories. It took ten years just to find most of the missing parts! It involved trips to an abandoned sawmill in New Martinsville, West Virginia, a “wine processing” farm in Tennessee, and a



"Grace" is appropriately monogrammed on the passenger-side rear door.



Factory drawing (admittedly a 5-passenger sedan) looks very much like the real-life version. 133-inch wheelbase makes the 533 imposing from any angle.



Gracie's spectacular interior once caused David Schultz to remark, "Harry, you must have been one hell of a taskmaster!" Harry's attention to detail was legendary—even the tiny Waltham clock in the rear vanity was fully functional.



1928 Packard 533 7-Passenger Sedan
Owner: Harry Wolk



Some of the many, many awards Harry collected with Gracie and his other collector cars.



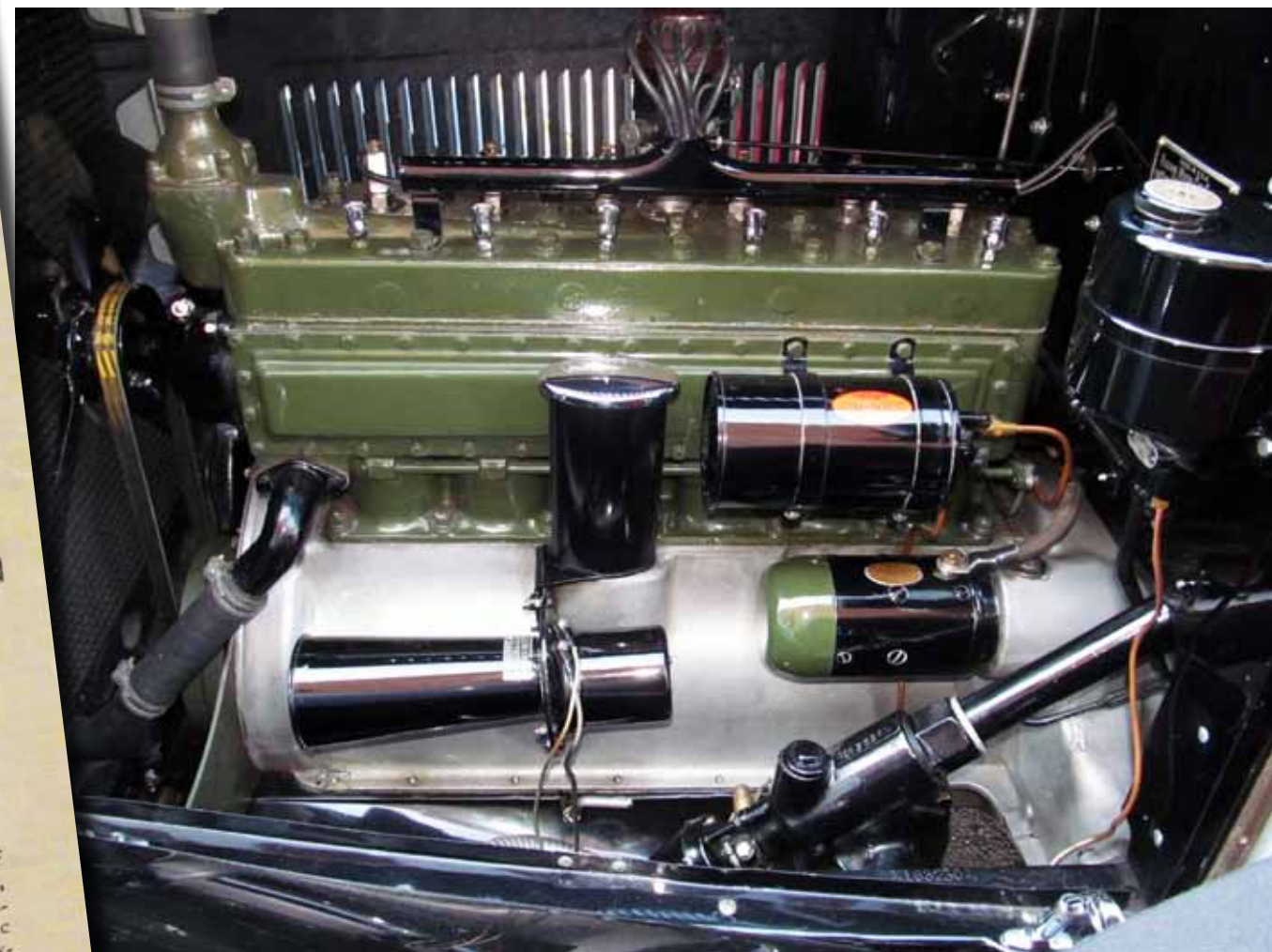
Some of the world's most famous apartments and palaces were produced in the Grand Du Cabinet under the patronage of Louis XIV

PACKARD requires in upholstery all that modern science can add to the ancient art of textile weaving. Skilled specialists select the finest fabrics from the looms of Europe and America. Quality first, then beauty of color and design are considered.

From the whole world of materials open to its choice Packard has selected the most beautiful, durable and appropriate broadcloths, silks and velours. These are immediately available. From them the Packard Eight buyer may choose with the assurance that they represent not only perfect workmanship but exquisite taste.

For those desiring the individuality of custom bodies and special upholstery, Packard quickly procures tapestry, needlepoint—any fabric which the most exacting buyer wishes.

PACKARD
ASK THE MAN WHO OWNS ONE



Engine compartment is exceptionally well-detailed. Harry drove his Packard regularly yet maintained it in show-ready condition at all times.



Packard's 241 cubic inch inline-6 was as smooth and torquey as many contemporary V8s.



Gracie was as highly detailed underneath as on top. Note that Harry had the entire exhaust system nickel plated to correctly emulate the color of the original steel but to prevent rust from forming in the usual places.



Exterior door handles are made of hard rubber, not metal. Good luck trying to find a set of those today!

Editor's Postscript:

Harry Wolk was my friend. I feel privileged to be one of the few non-family members to ever drive Gracie, an experience I found quite enlightening on the city streets around his home. We all know that Harry enjoyed sharing his Packard with others, but I got the distinct impression that he took a great deal more pride in allowing me to get behind the wheel. And lest you think a big sedan with a six-cylinder engine would be sluggish, guess again! I found Gracie every bit a match for my own 1929 Cadillac with a considerably larger V8 engine.

The quality of Harry's work was unmatched; that big car glided along broken city streets without a shudder, creak, or rattle. The engine started instantly, hot or cold. If you turned the steering wheel an inch, you got an inch worth of turning. Gracie was no trailer queen; she was a Packard in the purest sense and Harry was justifiably proud of the extraordinary restoration, which was accurate down to the smallest details.

Perhaps the finest tribute to Harry's skills is that Gracie now resides in the Museo del Automovil, the National Auto Museum of Mexico, where she will be admired by enthusiasts from around the world for generations to come.

Harry's knowledge was encyclopedic, his enthusiasm boundless, and his dedication to the cars and the club unquestioned. We should all aspire to emulate his example—we (and the Club) can only be better for it.

-M.H.

SPECIFICATIONS

Year:	1928
Make:	Packard
Model:	533 7-Passenger Sedan
Original Price:	\$4275
Engine:	241 cubic inch inline-6
Horsepower:	82
Torque:	200 lb.-ft. (estimated)
Transmission:	3-speed manual
Final Drive:	4.69:1
Wheelbase:	133 inches
Curb Weight:	4138 pounds
Brakes:	Mechanical 4-wheel drum
Wheels:	20-inch disc wheels
Tires:	6.50-20 Firestone whitewall



**Harry E. Wolk
An Open Letter to the
Membership (1991)**

There have been some rumblings underfoot lately concerning the fall-off of interest and membership in the Classic Car Club. It has been alleged by various and sundry, mythical people, that we are not getting young members into the club. Other say that the Classic car is too expensive.

Well folks, we had better look at ourselves, our cars, and the cars and people outside our club. If we look at our profile, maybe we are in our fifties, sixties, or seventies (oh God!). Fortunately, we still have elders to look up to, like Bob Hope and George Burns [sic]. The choices are getting thin! Here we are with that big old Packard or Stutz, our pride and joy. We have told everyone—wife, kids, grandkids, what a rare, expensive, and simply awesome car this is. Parts are rare and hard to find, and expensive to make. It's a big, big car and awkward to drive. Only special people should be allowed to drive it in order to protect its mystique—me!

We have made such effort over the years to scare the hell out of everyone, that when "Me" is too darned old to drive it the only thing to do is sell it to another "Me" lizard! As I said earlier, this is getting awfully thin!

In light of this, maybe we had better rethink our attitude. When we work on the car, get the kids and grandkids involved. They can sand or scrape an old part, dust off the wheels, and polish the fenders. Yes, you can even let them drive the car! I taught my two kids to drive in my '55 Olds 98 and taught them how to drive a stick in my '28 Packard seven-passenger! These two rug rats of mine are only 19 and 20 years old today (Ed: as of 1991)! They like old cars and are not afraid to drive anything. They respect old cars of all types. Fender benders? Yes, but in the family car, and only vary nominal (thank God!). Their exposure, like myself, is nominal in my old cars.

My two are just as happy driving a '55 Olds 98 convertible, a Packard 533 sedan or a '56 T-Bird.

Am I telling you guys something here? It appears that the lion's share of the Classic cars available are in similar price ranges of most '50s and '60s cars! The argument that Classics are too expensive is hogwash! OK, so you want to throw out Rolls-Royce, Hispano-Suiza. I'll throw out Ford Cobra, Mercedes Gullwing, Jag XKE, Ferrari, and so on. You pick a Classic price range and I'll throw a 50s/60s marque to parallel it!

To bring new and young members along, the club can sponsor a 25-and-under driving event in conjunction with national meets. The event should be a pre-registered event, have their own special awards, and maybe a minimum of six pre-registered in order to hold the event. The vehicle need not be their own, and should be pre-World War II. Even planner should plan the route of 8-20 miles instead of three times around the hotel parking lot. If you wanted to really offer a challenge, make it a solo driver event!

I say if you are worried about gas mileage and insurance cost, get the hell out of the hobby! You wouldn't hesitate to buy a Packard hood ornament for \$400 would you?

Well, I hope I ruffled a few feathers, unruffled a few shirts, and made the hair stand up on the back of a few necks. Complacency is not in my vocabulary. If changes are to be made, so be it. Don't be surprised someday if a big ol' 1928 Packard pulls up to one of the meets and a 17/18 year old gal gets out from the driver's seat and says, "I brought Grandpa's car and it's awesome!"

MIRACLES HAPPEN

Permanently repairing old castings without welding or heat

By Matt Harwood

In the last issue of "Northern Lights," I introduced you to the 1935 Lincoln K I purchased in July 2018. While that article detailed some of the frustrations we faced in getting the car sorted and operational, I nevertheless omitted perhaps the most significant problem of all...

Shortly after the Lincoln arrived, my son, Riley, and I were doing some tinkering at the shop. While the Lincoln was idling in the parking lot, Riley pointed at the side of the engine and asked, "Where's that water coming from?" Using a flashlight, I was quickly able to ascertain that it was not the water pump, not a leaky hose, not a bad head gasket, but a *hole* in the passenger side cylinder block slowly but persistently weeping coolant. *Hoo boy...*

With some investigation, we found that the block had cracked sometime in the not-too-distant past and that whomever had discovered the damage had hastily covered up the crack with some epoxy and painted the engine block to hide it. Obviously that is neither a correct nor a permanent repair, and it caused me no small amount of consternation in the days and weeks that followed. A few phone calls revealed that

rebuilding a Lincoln K V12 costs roughly 50% of this particular car's total value, and that's provided I could find a replacement block.

Behind the scenes, there were multiple conversations with the dealer who sold me the car, a fellow with considerable experience in the hobby who really should have spotted the issue. I do not believe he was the one who actually *concealed* the damage, but I do think he should have known about it. After all, my 9-year-old son was able to spot it without doing anything more difficult than simply looking at the engine while it was running. The seller and I tried to find a workable solution that didn't involve interstate litigation; we finally reached a deal at Hershey last October after several months of heated discussions.

The solution? I would remove the engine from the car. The seller would retrieve it and take it to a fellow in Massachusetts who was reportedly the world's finest practitioner of the arcane art of *metal stitching*. Yes, metal stitching: permanently knitting cast iron together without the use of heat. Skeptical? So was I.

The bottom line is that it works and it seems like nothing short of a miracle. Metal stitching can save ancient metal parts once thought irreparably damaged and do it without the fear of future issues. There's sound science behind it, too, so you can forget



Damage to the Lincoln's block extended to the deck surface (arrow). Note that the block has been sleeved and fitted with .030" oversize pistons (circle). Someone knew about the damage and simply ignored it.



New cast iron "patch" stitched into the side of the Lincoln's block, then ground to match the surface. Note the use of perpendicular **locks** to hold the patch in place and **laces** to permanently fill the perimeter.



Deck surface crack repaired and machined flat.



Just a little leak in the side of the block...



...which required this much material be removed for repair.

everything you know about repairing cast iron.

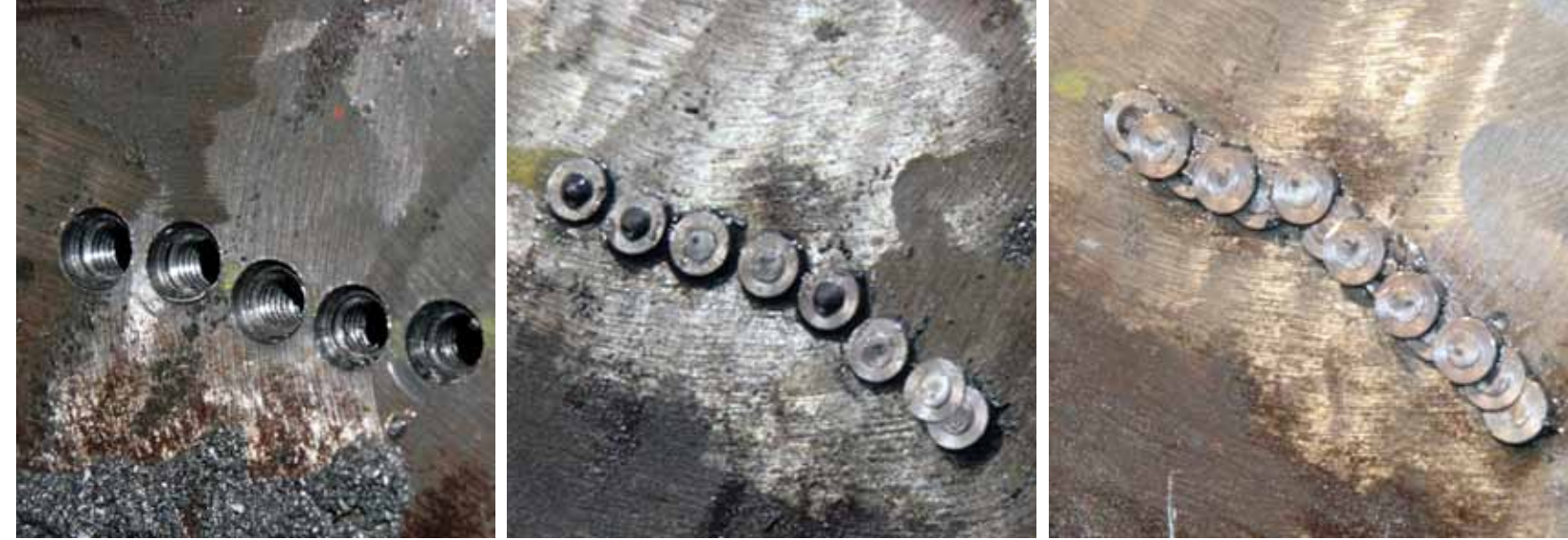
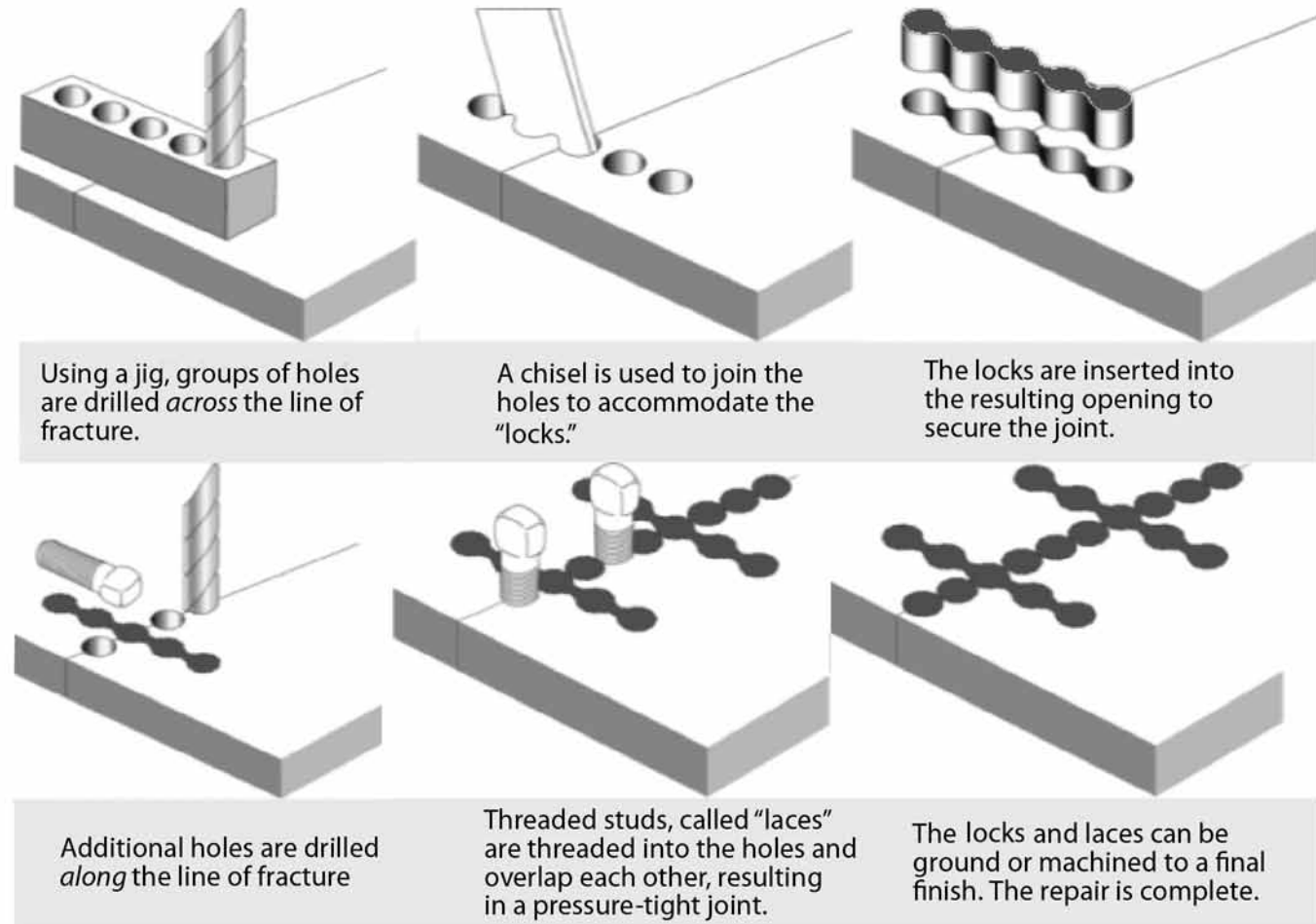
There are those who claim to be able to weld cast iron, but they are few and cannot guarantee success. Specialized materials and techniques, including pre-heating the castings in an oven and cooling them at a controlled pace are keys to success, but it is impossible to know how an ancient casting will react to the stress of welding decades after it was made. Add in oil contamination, porosity, the typically low quality of the materials used in the past, and the unpredictable nature of shattered metal, and you have a process that is far from a sure thing. Many of you have seen hackneyed work-arounds when replacement castings cannot be found, and in many cases, valuable, irreplaceable parts are scrapped simply because there are no alternatives.

Once you've seen it and understand the process, metal stitching is astoundingly simple and shockingly brilliant, although it does take a skilled practitioner



Right cylinder bank being pressure tested. It held 45 PSI for three days. Repair is good.

Basic Metal Stitching Process:



A better look at the stitching process. Overlapping "laces" ensure a permanent, leak-free, structurally sound repair that can be machined just like the surrounding material.



to get satisfactory results. It is one of those ideas that seems obvious, but only after you've seen it in action. The process is very much what it implies, a literal knitting together of metal parts using tiny holes with specialized metal fittings called locks and laces. They not only reinforce the repair, but fill the cracks permanently, rendering an air- and water-tight surface that can be machined, drilled, tapped, and stressed just as if the damage had never existed.

Of course, it takes a talented professional to get quality results that will last. It is as much art as science and is probably not for the do-it-yourself hobbyist without significant practice. But as you can see, the process can salvage parts that most of us would have considered scrap. I was able to keep my engine largely assembled, eliminating the expense of a full rebuild, something that would not have been possible with any of the welding processes. Once the engine is reassembled and painted, the repair will be invisible

and should last another 80 years without issue.

The accompanying photos are from a variety of sources showing how the process works. I could describe it, but the process seems so much like black magic that you really have to see it with your own eyes to understand. Look at the photos carefully to see what a clever and useful tool this really is! 🚚



Even gears can be stitched!



Another example. Even significant damage can be repaired permanently and invisibly without fire, heat, welding, baking, or brazing.

KNOWLEDGE TUNE-UP

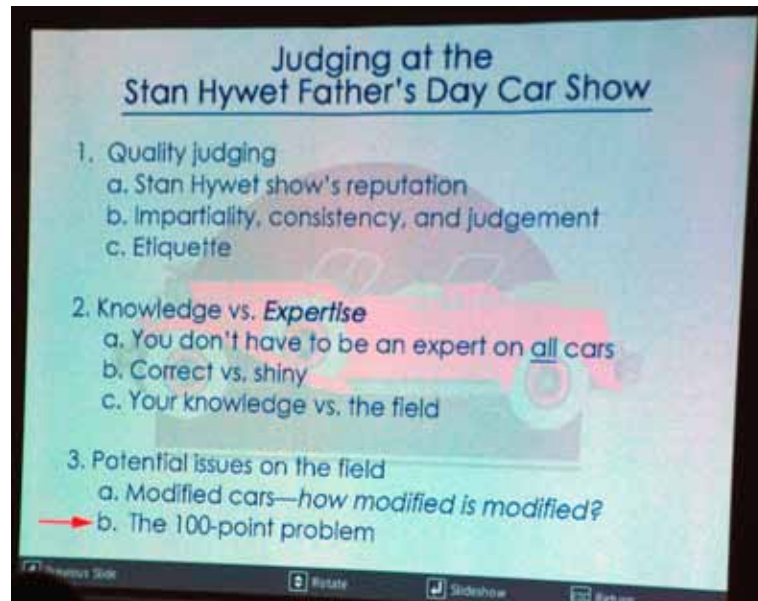
New and experienced judges alike benefit from a refresher course on old car judging

By Winton P. White
Photos by Rich Fink

One of the most challenging aspects of the annual Stan Hywet Father's Day Car Show is finding a good supply of experienced, knowledgeable judges. While it might initially seem easy to separate good cars from bad, the reality is an entirely different situation. Given the quality of the Father's Day show and the respect that an award from ORCCA at Stan Hywet commands, good judging is paramount.

The May 24 seminar was co-conducted by Stan Hywet Head Judge Bob Brown and Matt Harwood and the event was hosted at Harwood Motors. Starting with some socializing, we quickly moved to the theoretical side of judging, including a slide show illustrating some of the do's and don'ts of judging.

The most important takeaway is that you don't need to be an expert on the car you're examining to be a good judge. As long as you treat all cars equally and remain consistent in your deductions, your scores will reflect the quality of the cars. For instance, if you deduct five points on the first car in your class for incorrect tires, then you need to deduct five points for every car with incorrect tires. Consistency matters!



Summary slide from the classroom presentation

There are commonalities between marques that are almost universal and period correctness is probably as important as details in a show like this. This is what is known as "knowledge vs. expertise." Knowledge is knowing that a 1931 Cadillac should have cloth-covered ignition wires. Expertise is knowing that they should be yellow with black tracers. The Stan Hywet show, which features dozens of marques and more than 100 years of history, is about knowledge but not necessarily expertise.

Finally, since the Stan Hywet Father's Day Car Show is for unmodified, stock cars only, it's important to be able to spot modifications, some of which may even disqualify a car from the show. Quality judging also means you should know which cars NOT to judge.

For the purposes of this seminar, the Harwoods had several vehicles that were used to illustrate the basic points made in the classroom. Split into two groups, attendees had the opportunity to judge Melanie Harwood's 1956 Chrysler station wagon (non-Classic) under the watchful eye of Bob Brown, while Matt Harwood took the second group to see three cars in the Harwood Motors inventory that illustrated key judging skills. One was an accurately restored and very correct 1970 Dodge Challenger, one a beautifully



One of the slides dealing with correct vs. incorrect hose clamps on vintage cars.



Attendees gather for some classroom instruction



Stan Hywet Head Judge Bob Brown leads the seminar



Student judges hone their skills on a 1956 Chrysler (non-Classic) while Bob Brown answers questions

restored but slightly modified 1955 Packard Clipper, and one was a slightly scruffy 1955 Ford Sunliner convertible (all non-Classics). By using real-world examples, students were able to quickly learn to identify incorrect details and spot modifications that should result in point deductions. Then the groups switched and repeated the process.

Once each group had each had a chance to see the subject cars and judge the Chrysler, we reconvened in the classroom to compare notes. Attendees were remarkably consistent in their judging results on the Chrysler and had many questions about how to handle incorrect details or outright modifications. After some discussion, it was clear that the single best tool a good judge can bring is his own judgement and impartiality.

Thanks to all who participated and we look forward to seeing some new faces next year! 🚗



Students look on as Matt Harwood describes correct details on a 1970 Dodge Challenger Pace Car (non-Classic)

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This annual ORCCCA tradition remains a favorite

Photos By Rich Fink



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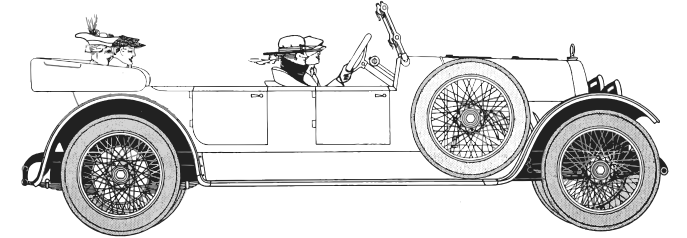
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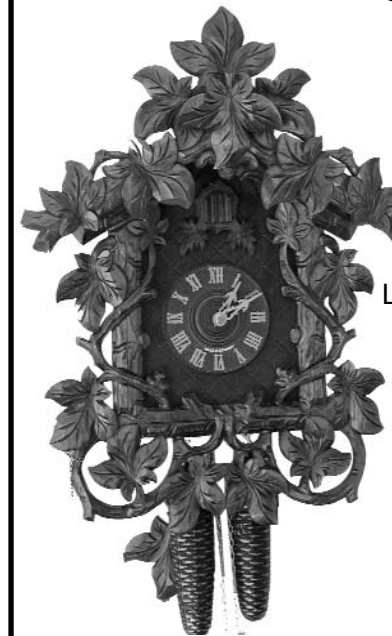
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