Northern Lights

The Ohio Region
Classic Car Club of America

Fall 2023

1938 BMW 327 Cabriolet

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Director's Message

By Margus Sweigard

It's that time of year when Hershey has come and gone and the show season has come to an end in our part of the country. Our cars are being readied for a long winter slumber until spring is here once again.

This doesn't mean that our club activities have ended. We have a clambake, an annual meeting, and a holiday party to keep us going to the end of this year. This is also the time of year to look forward to three ambitious shows that the Ohio Region is planning for next year.

The first of these is our 66th Father's Day car show at Stan Hywet in Akron. This has been a Father's Day tradition for many of us for decades. Fifty Full Classics would be a wonderful sight. Make plans to be there!

The second event is a Mini CARavan and Grand Concours for Full Classics in Salem in July. This is a new concept for our club in that all Full Classics are able to attend even if they are not members of CCCA.

The third event is our Tri-State Grand Classic in Dayton in September. It is our turn to host this event and invite Indiana and Michigan to join us. We are the Ohio Region and it is time to expand beyond North East Ohio. We are all too old to make old friends, so let's make some new friends.

Each of these events has several goals. The first is marketing our club and our Full Classics to a wider audience. The second is to attract new and younger members. This is something that needs to be done if our club, or any car club, wants to prosper.

We have very smart and capable club members to lead each of these events (and good looking!). What our club really needs is more participation from every member in bringing their cars and helping with these events. None of these events are easy, but they will be good ones, and they will be fun. Your help is very much needed.

Thanks for a great year!

Upcoming Event Calendar

December 3, 2023	ORCCCA Holiday Party
March 16,2024	Judging Seminar *(Harwood Motors)*
May 18, 2024	Judging Seminar *(Harwood Motors)*
June 16, 2024	Father's Day Car Show
July 10-14, 2024	Mini CARavan and Concours *(David Johnson)*

National Dues are $80, payable to Classic Car Club of America, 3501 Algonquin Rd., Suite 300, Rolling Meadows, IL 60008. 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 Illinois. Visit www.ClassicCarClub.org for more information or contact the *Ohio Region Membership Chairperson.*

EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

Matching numbers. It's a term that has become ubiquitous in our hobby. I'm sure I've mentioned it before in this very column, but I recently had the matching numbers monster visit me in a more personal way.

Professionally, I understand why matching numbers is an important factor. If you study your history, you'll know that Corvette enthusiasts are largely credited with inventing the practice and the term, probably back in the late 1980s. It was designed to help them correctly identify which engines came in Corvettes. With an options menu sometimes spanning as many as a dozen different choices, knowing which engine came in your car definitely had a significant effect on value. A base 327/300 just wasn't worth as much as a 427/435, and the only way (at the time, anyway) to know which one was supposed to be in your engine bay was to compare the numbers on the engine with the VIN and make sure those numbers were the same. The *numbers* had to *match*. If they don't, it just became much harder to determine which engine came in your car from the factory.

Personally, I think it's a bunch of hogwash, mostly because it's gotten completely out of hand. When the Jaguar guys started fretting over matching numbers on their cylinder heads it was annoying. When the owners of late-model Toyotas started checking numbers, I rolled my eyes. And when Duesenberg owners, after nearly a century of cultured indifference, started matching *crankshafts* to their original automobiles, well, yeah, it was getting a little ridiculous. I felt it was no longer a tool for anything but gamesmanship.

This brings me to a crossroads I recently faced. The original engine my 1935 Lincoln was badly hurt—so badly, in fact, that we had to find a second engine as a donor. Fortunately, we did find a complete 1936 Lincoln V12 engine that had never been disassembled up in Canada. We made the trip, we paid the eyeball-watering price, and we used it to bring our Lincoln back to life.

Once engine builder Frank Seme was into the engine, he pointed out that the 1936 crankcase offers better oiling than the 1935 version and maybe we should consider using the newer crankcase for that benefit alone. Add in a few buggered threads in my original oil pump mount, and, well, it sure made a lot of sense.

Except for one thing: the engine number is stamped on the crankcase and it is the same number that's on the serial number tag on the firewall. And it's *really* visible.

I'll admit that I hesitated. I debated. I lay awake at night. I talked to friends who reminded me how often I told them that "matching numbers" was bunk.

Then I told Frank to use the original 1935 crankcase with the "right" numbers on it.

I worried that I would feel like a hypocrite, but ultimately, I think I made the right decision. History matters. How these cars were built matters. Leaving them better than we found them is a worthy goal.

And yes, the fleeting spectre of resale value did dance through my mind, although we have no intention of selling this car.

It really boils down to my philosophy of making the cars right and that guides my hand in every single thing I do. I want a future owner to look at my work and see that I cared about doing it properly. Would the engine be better with the improved 1936 crankcase? Maybe. But some owner in the future who isn't me will look at those numbers stamped on the crankcase and wonder what happened? What tragedy befell this car to make it necessary to replace the *entire engine?* And by association, what *else* on the car was suspect? That felt like a disservice to the car and to the history that we've all pledged to maintain.

Admittedly, there are A LOT of parts from that replacement 1936 engine in my Lincoln today; the cylinder blocks, to name but one big item. But those parts don't have any numbers on them and aren't any different from the 1935 parts, so I don't feel like a hypocrite in that regard. We built the very best engine we possibly could around that original crankcase.

Think about what matters in this hobby, and then follow that path.

If you'd like to see our Lincoln come back to life, here's a complete video showing the entire story, start to end. Have a look:

https://www.youtube.com/watch?v=j5ltJ20rl5Q

GEORGE D. STROM

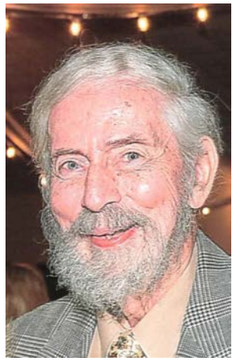
Obituary

George Duncan Strom, 83, was born August 23, 1940 at Elyria Memorial Hospital to Egan and Blanche Duncan Strom. He was a 1958 graduate of Elyria High School and a resident of Elyria his entire life only moving to Knoxville, Tennessee this May to be near family. But his heart was in Elyria, and he continued to be one of Elyria's best and most vocal cheerleaders.

George's inquiring mind and warm heart led him through a lifetime of good friendships and accomplishments. He could be described as many things—a loving husband, historian, antique collector, teacher, developer and salesman. One of George's favorite phrases was, "Have I got a deal for you!" And he always did—whether it was a great story or an intriguing history lesson or something special for sale.

George was president of the Lorain County Historical Society (LCHS) for over fifteen years and a member of the Board of Directors from 1963 to 1991. Otto Schoepfle, long-time editor of the Chronicle Telegram, said that George shepherded the Lorain County Historical Society from infancy through its adolescent years and into adulthood. In addition, George's love of antiques, history, and cars came together in his work with antique car clubs. George was president of Elyria's antique car club for a number of years and served one year as president of the Ohio Region of the Antique Automobile Club of America.

In the business world, George combined his love of history and antiques when he established Lamplight, Inc. in 1981. Operations began by fully restoring and updating truck loads of antique municipal lighting and installing them all over northern Ohio. Under his leadership, the growing company placed beautiful period architectural streetlamps for municipalities from California to Cleveland and on many college campuses including Baldwin Wallace and Ohio State. Lamplight, LLC is still operating today.



George was a life-long member of the United Presbyterian Church in Elyria where he was baptized and made his profession of faith in Christ our Savior. George greatly enjoyed singing in the choir there for many years. George was also a 55-year member of Elyria Masonic Lodge #787, Marshall Chapter 47 of the Masonic Order and Valley of Cleveland Scottish Rite.

George leaves Marjorie, his wife of 63 years; many nieces, nephews, great-nieces, and great-nephews who are scattered throughout the United States.

He was preceded in death by his parents and brothers, John R. Strom and Robert C. Strom.

A special thanks goes out to his nephew, Mark Strom, who worked diligently to tie up all the loose ends in preparation for selling George and Marjorie's home on Washington Avenue in Elyria and George's great-niece Mary Strom Holley, who orchestrated their move to Tennessee and has been by their side during the transition.

Godspeed and excelsior, my friend.

TECH: SORTING YOUR IGNITION SYSTEM

IGNITION TIME

Get a strong spark where it needs to be, when it needs to be there

By Matt Harwood

In earlier articles on sorting your Classic, we discussed the fuel system, the cooling system, and the starting system and how to get them into top condition. This installment is going to focus on the ignition system, the final piece of the puzzle. Ignition is not merely responsible for lighting the air/fuel mixture, but also doing it at *exactly* the right time. That means there are two critical components to getting your ignition system into top shape: spark and timing. As you will see, the two are separate but closely related.

Spark is how the air/fuel mixture is ignited on the power stroke to make the car move. Easy. But the electro-mechanical mechanism behind it is rather complex and uses many of the clever physics principles you learned about in high school. There's a coil that takes the battery's six volts and turns it into tens of

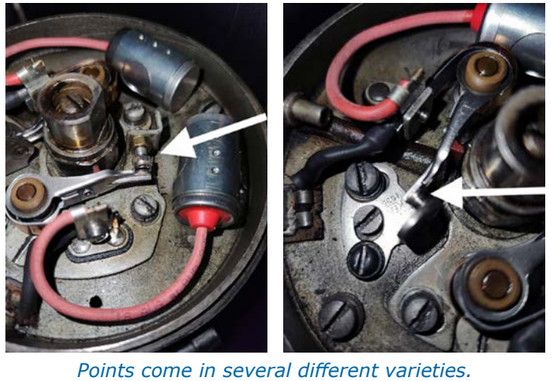
Sorting your ignition system is more than just bolting on new parts.

thousands of volts. There are points that manage the coil's output like a timer switch. And the distributor which determines where the coil's output goes. And all these parts have to be moving in sync so they can fire the spark plugs several dozen times a second at precisely the right moment. Getting it right is much more than simply installing new components.

Let's start with the basics and talk about the hardware. You should have a good quality coil designed for a 6-volt electrical system. They're still readily available, although some cars like my 1941 Buick use specialized coils with built-in armored cables, so they're a little tougher to find. Or the H-series Lincoln V12s in the Zephyr and later Continentals, which have coils built into the distributor. Regardless of the design, its purpose is the same and you should be certain that your coil is healthy. If your car mysteriously stalls when it gets hot but re-starts easily when it's cool, it may very well be your coil, not vapor lock. If you have any doubts about your coil's health, replace or rebuild it.

Points are the switch that both charges the coil and releases its energy. They're a moving part, so they gradually wear, and the simple process of transferring energy creates a build-up of scale on their faces. Not only do they become less accurate over time, but they become less effective at transferring energy. If your points are pitted or scaly, or if the rubbing block that rides on the distributor shaft is worn, it's time to replace your points. On some Full Classics, correct points can be difficult to find, so it is a good idea to find out what kind of points your car requires and keep an eye out for NOS replacements.

The condenser is simply a capacitor designed to absorb excess spark energy from the points as they



Points come in several different varieties. Note the differences here (these are both inside my 1935 Lincoln distributor).

open. Instead of having a spark jump between the points (which is what causes the pitting), the excess energy is discharged into the condenser. It is largely designed to increase the life of the points, but without it the points would have a hard time accurately controlling the spark. This is why your condenser needs to be in top shape, too. Sadly, a lot of modern condensers are junk, so buy a few from different manufacturers and see which one works best.

The distributor rotor and cap are simply the mechanism that distributes the spark energy to the spark plugs. The rotor spins while the points fire the coil each time the rotor passes one of the terminals in the distributor cap. That's the theory, anyway. If your cap or rotor is worn or cracked, that spark energy may not get where it's supposed to be, when it's supposed to be there. Again, if your car requires unusual parts that are not reproduced, you would do well to keep an eye out for quality replacements.

The spark plug wires transmit the spark energy from the distributor to the spark plug. Simple. However, having the right wires that can handle the current is critical. And like the other components in your ignition system, the wires can and do wear out. If you've ever looked at your engine running in the dark and seen sparks arcing between the wires, you know your wires have seen better days.

And finally, the spark plugs are where the energy ultimately needs to end up to ignite the air/fuel mixture. Having the correct spark plug with the proper gap is just as critical as using the right coil and points. And fortunately, spark plugs are [relatively] cheap and easy to replace.

I will assume that you have healthy components in your ignition system and that you have correctly gapped your spark plugs (I am hoping that you know how to do this—you're reading this article, after all). Given the rather remarkable set of operating conditions in the ignition system, it's downright miraculous that it works as well as it does, even when its components are in less-than-ideal condition. Your engine might be running pretty well and you may not even realize that things are not as good as they should be.

Most of the important adjustments to make to your ignition system are inside the distributor. As the distributor rotates, the points open and close to trigger the coil. The difference between their closed position (when they are touching) and their open position is called the "point gap." The gap is important because it determines both the dwell of the coil (which we'll talk about in a moment) and the timing of the spark. This gap is not an arbitrary number, but a fairly precise way of ensuring that the spark fires at exactly the right moment and that it's strong enough to light the air/fuel mixture.

Your service or owner's manual will probably list the proper point gap for your engine. The point gap will be good enough to get the engine running, maybe even pretty well, and if your only tool is a feeler gauge, it will probably be adequate. There are several different ways that points can be adjusted so examine your distributor carefully to determine which type you have. It should be fairly evident how they are adjusted. Once you have the adjustment figured out, set your gap to the factory specification and your car should run reasonably well.

Checking point gap.

However, setting the point gap is only the most rudimentary step in getting your ignition into top condition. If you really want it to be as good as it can be, you will want to adjust the point gaps according to the dwell angle. To put it simply, dwell is the amount of time, measured in degrees of engine rotation, that the points remain closed to charge the coil (the points opening is what fires the coil). Longer dwell times will result in more coil saturation and a hotter spark, but too much dwell can shorten point and coil life. A shorter dwell time will prevent coil overheating but may not give you as hot a spark. If you're lucky, your service manual or owner's manual will have a dwell angle (sometimes called the *spark angle*) that's ideal for your engine. If not, you may need to do some homework to determine the best setting.

How is dwell angle measured? You will need a dwell meter, which is an electrical device that will give you

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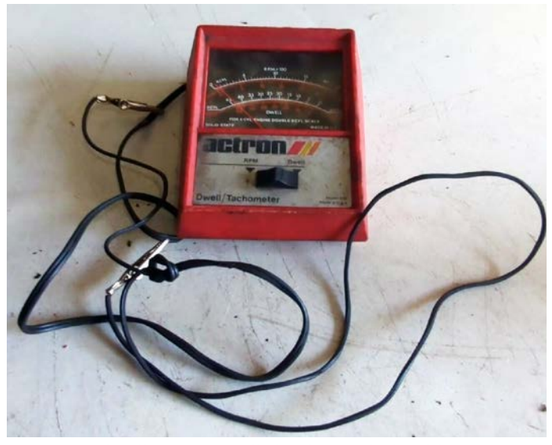
a precise dwell reading. If you don't have one, they're plentiful and inexpensive on eBay and I've found that the older ones are the most effective—a modern digital dwell meter won't be able to get a reading on our electrically "noisy" antique engines. Buy a used meter with an analog sweep hand and if possible, just two wires. These models typically do not need external power and can be used on 6-volt electrical systems. Connect one wire to the terminal of your coil that connects to the distributor (the low-tension side) and the other wire to a good ground. Some dwell meters have a switch for the number of cylinders, while others simply have multiple scales on the meter's face for 4-, 6-, or 8-cylinder engines, so make sure it's set properly and that you're looking at the correct set of numbers. My 1935 Lincoln V12 runs as two 6-cylinder engines with two coils and two sets of points, so I use the 6-cylinder setting; other 12- and 16-cylinder engines are probably similar. Crank or start the engine and you should be able to get a reading of the current dwell angle.



Basic dwell meter is all that's needed. Older units with just two wires are sometimes most effective.

Armed with the information from your dwell meter, you can now adjust your points accordingly. If your dwell is too high, widen the point gap to reduce the amount of time that the points are closed. Conversely, if your dwell is too low, reduce the point gap to increase dwell time. Even if your gap is exactly as specified in the manual, dwell may suggest that the ideal gap is quite different. For example, my Lincoln manual specifies a point gap of .020" and a "spark angle" of 36 degrees. However, to get my engine's spark angle to 36 degrees

*Dwell reading. Note the varying scales. My Lincoln runs as two 6-cylinder engines, so I use the **6CYL** scale. Spec is 36° and I have adjusted it to 35°. It will pull itself into spec as the rubbing block wears.*

required a point gap of nearly .025". At .020" the dwell was 48 degrees, 25% too high. You can see how simply setting the gap to spec. may not be adequate.

Timing should be the very last step of the process, because dwell will affect timing (although timing does not affect dwell). In general, removing 1 degree of dwell will advance the overall timing 1 degree, and vice-versa. This is because you are changing the relationship of the points to the distributor shaft so they are opening earlier or later, which is exactly what adjusting the timing does. Once you have adjusted the dwell, your timing will need to be reset.

An inexpensive timing light can help accurately set the timing. Just be sure it is compatible with a 6-volt electrical system.

Your owner's manual or shop manual will have details on setting the timing, but in general cars from the Full Classic period have marks on the flywheel and an inspection window to see them. Fortunately, I've found that many modern timing lights will work on our 6V systems, so you can use some modern tech to see the marks more clearly. You might help yourself out by locating the appropriate marks and highlighting

Timing marks on the flywheel can be difficult to see. Highlight them with white paint so they show up with a timing light.

them with a paint pen. If you don't have a timing light, your manual should outline the procedure for statically setting the timing—it's tedious, involving slowly cranking the engine by hand and watching the points moving and timing them to the marks on the flywheel. A cheap timing light will make the job a lot easier and probably a lot more accurate, too.

The timing specification will also be in your manual, usually reflected in degrees before top dead center, or BTDC. That means that the spark ignites the air/fuel mixture before the piston has reached the top of its travel on the compression stroke. While this may seem counter-intuitive, it actually takes quite a bit of time (relatively speaking) for the flame front of the explosion to travel across the entirety of the combustion chamber, which takes a few degrees of crankshaft rotation. See what I mean by things happening at incredible speeds inside our engines?

Timing is typically adjusted by simply rotating the distributor body itself, which changes the relationship between the points and the spark plug terminals. Your distributor should have fairly obvious provisions for this adjustment, usually a bolt or two holding it in position. You merely loosen (not remove!) these bolts so that the distributor can be gently rotated. Ideally, the engine should be running and you should be using your timing light and rotating the distributor at the same time, with the goal being to get the timing marks to line up properly. You should note the direction of rotation of the ignition rotor, which tells you which way to turn the distributor. For instance, the rotor in my Lincoln rotates *counter-clockwise,* so moving the distributor *clockwise* advances the timing.

Getting the timing right will ensure that the air/fuel mixture is ignited at the proper time and peak pressure in the cylinder happens at just the right moment. Too early and it puts undue pressure on the piston (often heard as "knocking") and too late reduces power and can lead to burnt valves as the explosion is still happening when the exhaust valves open. Neither is good. With today's fuels and higher octane ratings (my 1941 Buick owner's manual says to use 71 octane for best results) the possibility of knocking is greatly reduced, but cylinder pressures can still skyrocket and cause damage. Our cars will probably run with all the spark advance you can dial into the system, but I don't know if they will run at peak efficiency; they may exhibit issues such as bucking at low speeds and hard starting. I've learned to trust the engineers who designed our cars—they were pretty smart. Set the timing to the factory spec. and the engine will run right.

A few hours spent making these fine adjustments can have a profound effect on the way your Full Classic runs and drives. "Close enough" is often adequate, but the quality of these machines demands that we do all we can to make them run their best. And there's nothing like the pride of owning an engine that starts easily, stays cool, idles smoothly, and has the muscle to outpace other cars on the road. Getting it right will be a source of great satisfaction, just as it would have been when these cars were new.

TECH: REBUILDING A FULL CLASSIC ENGINE PART 2

ENGINE BUILDER'S JOURNAL

Find out what's involved with rebuilding a Lincoln K V12

By Matt Harwood

In part one of my journal, we retrieved the repaired V12 engine from the metal stitcher in New England and started getting it ready to run. I used a small electric pump to circulate Evapo-Rust to clean out the coolant passages, then started on the cosmetics. That included several trips to the powdercoater, re-painting the exhaust manifolds, and priming and painting the engine itself. I rebuilt the front engine mounts to prepare for mounting the engine on a test stand, and that's where we pick up this edition of the journal.

Next steps are to fully assemble the engine on the test stand and get it ready to run. That includes a full cooling system, electrical system, and some rudimentary controls to manage the throttle and to monitor the engine's health.

We pick up this installment with the short block complete and painted and working towards assembly on the test stand and firing it up!

April 27, 2021
Started polishing the cylinder heads. I suspect this will be a bigger job than I first expected. Started with 220 grit wet sandpaper but there are still some deep scratches that I need to work out. At least I can see the aluminum getting smoother.

April 28, 2021
More tedious progress today. Sanded the head with 320 grit then skipped right to 600. I don't know that there's much difference between 320 and 400 so I skipped the 400, and the 600 seemed to remove most of the scratches anyway. It's not very noticeable in photos, but there's quite a bit of difference with the 600 leaving a nice satin shine without many scratches.

After that, there was nothing left to do but put it on the wheel. I have a heavy-duty buffer and a stand I built years ago. I mounted a fresh sisal wheel and a fresh spiral-sewn cotton wheel on the buffer and got started.

I'll grind away at it every day after work until I can't stand it anymore and eventually I'll be done. I don't think I'll be able to achieve the flawless mirror-like surface of the high-end restorations but it will be shiny and have clear reflections and that will be good enough for my driver-grade car. Or am I just making excuses?

Even though the heads are aluminum, they still weigh about 35 pounds each and holding that chunk of metal in various positions for a few hours was exhausting. Like isometric exercises. I stayed with it until my arms and shoulders surrendered after about three hours.

April 30, 2021
I didn't do a lot of polishing today simply because I was eager to do some reassembly and get the engine back on the stand. I installed the felt seal for the pulley and managed not to mangle it. Nice! Then I installed the camshaft pulley to position the cover properly. If you just start installing studs and nuts, the opening may not be centered and the seal will be destroyed by the pulley when the engine is running. Finally I installed each stud and nut then torqued it to about 15 lb-ft. so the Loc-Tite could start setting up. Once I had them all in place, I gave them a final torque to about 30 lb-ft. using a crisscross pattern across the timing chain cover.

May 1, 2021
Re-mounted the engine on the stand properly so it's secure and the oil pan can be reinstalled.

May 2, 2021
My friend Jim Capaldi came by and picked up the water pump. He's going to rebuild it with a stainless shaft and upgraded seals so there won't be any more packing inside.

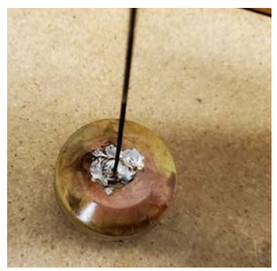
The generator was supposedly rebuilt right before I bought the car but spinning it on the bench, it squeaks like hell and the shaft feels gritty. I'm going to take it to my rebuilder and have them go through it just to be sure. My friend, Lynn James, has the distributor

although that wasn't without issues. First, UPS damaged the rotor in transit. Fortunately, I sent it to the one guy in the universe who has brand new rotors sitting on the shelf! Then, putting it on his test machine, Lynn found all kinds of wonkiness inside, again apparently done just before I bought it. The "new" points were used and shot, the dwell was off by about 10% and point gap was off by like .018". Despite this, when it ran, it ran well, so I'm very excited to see how it runs with Lynn's updated rotor and correctly configured NOS points inside. Thanks again, Lynn!

May 4, 2020
Received word from Jim that there's an issue with the water pump. Like many things on this car, an important part was broken, repaired inadequately, and then hidden. This time it was the backing plate for the water pump, which had obviously been over-torqued and cracked, then brazed back together. I will need to find—or make—a replacement.

May 5, 2021
I am working towards getting the oil pan reinstalled as soon as possible, too. I though I'd get it done tonight, but there were too many little details that need to be done before it can all go together. First up is reinstalling the oil pump. I cleaned it thoroughly with some brake cleaner and used a wire wheel to clean the mounting surfaces. I note that there are the remains of a paper gasket on all three mounting faces, but there are no replacement gaskets in my gasket kit. Dang. Guess I need to make some.

May 6, 2021
Installed the oil pump with new gaskets that I made. I also had to figure out how to make the oil level gauge float work, since the cork is shot. I bought a Model A Zenith carburetor float, which is just the right size and shape. I soldered it to the end of the original rod, which was shockingly easy to do. A win!



May 7, 2021
I installed the oil pan tonight. Turns out, it's a pretty big job on the Lincoln K. There's that screen that fits between the crankcase and the pan so you're essentially making a sandwich with two oil pan gaskets and somehow holding it all in place can be a challenge. Once I had the screen up in place, I had to install the oil pump pickup tube, so I packed the oil pump with Vaseline to help it prime and then installed the pickup. I also fed the oil level float through the screen and up through the crankcase where I held it in place with an alligator clip. Then I carefully installed the second gasket and the oil pan itself and torqued it into place.

May 13, 2021
It's been too cold the last few days to do any buffing (since I do it outside) but today it was warm enough to take one last pass on both heads. I used the white rouge compound on a loose wheel to do the final polish. They both turned out pretty well, and while I could probably improve them a bit more, I'm just tired of buffing. I suppose if someone were paying me $90/hour to do it, I'd keep going, but since they're not I'm probably going to call it good enough. The flaws are still more prominent on the passenger side head but there just wasn't anything I could do to buff them out.

Just for grins, I threw the heads on the engine to see how it would look, then added a few other parts to make it look a bit more complete. It sure is pretty!

May 18, 2021
Cleaned, painted, and installed my rebuilt distributor with a new gasket.

May 22, 2021
I disassembled the fan hub to clean it and grease the bearings. The felt grease seal, inner race, inner bearing, and retainer wouldn't come out and I wasn't going to use force to get it apart. So they will remain in place and hopefully the felt seal will still do its job well enough.

May 23, 2021
Cleaned and rebuilt the carburetor. I did this job once before when I first bought the car, but I think the kit was inferior. Bought a good one from a friend who specializes in Strombergs. All good—I hope.

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Journal (continued)

May 27, 2021
Took the flywheel to the machine shop to be surfaced and should have it back soon. Then I paid a visit to my friend Gary down at the Canton Classic Car Museum. When we disassembled my engine, we damaged a few of those little dowel pins that help locate the flywheel. I needed three new dowels. Of course, they had a drawer full of them, so Gary gave me enough for my crank plus a few spares.

May 29, 2021
Picked up and installed the flywheel today. I had the replacement dowel pins, some new grade 8 flywheel bolts (although I ultimately decided not to use them), and a new pilot bearing. I note that my new pilot bearing, despite having the same part number as the original, doesn't have a cover on one side. I decided to use the original bearing. It rotated smoothly, so I cleaned it out, packed it with fresh grease, then popped it into the center of the flywheel. Once I got all five dowels in place, I installed the center grease seal and retaining ring. Finally, I installed all six factory bolts with a drop of blue Lok-Tite and torqued them to 80 ft-lbs in 10-pound increments using a criss-cross pattern. The bolts were safety wired from the factory, but I didn't like how they did it so I did it the way I was taught.

May 30, 2021
I've done about all the assembly I can do, so I started work on the test stand. I'm re-using the pallet that I used to ship the engine to New England. It's heavy-duty and already has all the brackets in place to hold the engine. I'll have to add some gussets and adapters for things like the radiator, as well as some kind of dashboard, but before I could do any of that, I had to get it onto the stand itself. So that's what I did today. Wrestling with a 900-pound engine is exhausting.

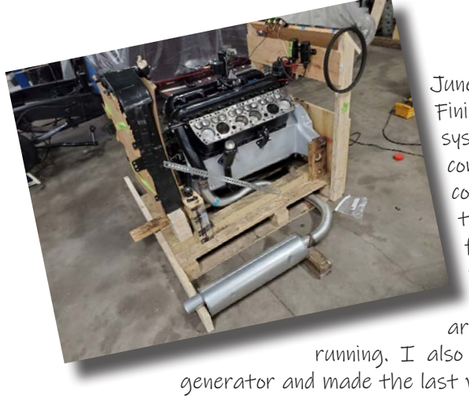
June 1, 2021
Continued on the test stand tonight—I wanted to get the plumbing done. Gauges are mounted, as are the starter button and ignition switch. Interestingly enough, it'll only take 5 wires (plus battery cables) to make this thing run. I've also got a mechanical oil pressure gauge that I hooked up to the original gauge's fitting, and a mechanical temperature gauge that will screw into the original gauge's port in the radiator. I added a remote oil filter and bought the smallest, cheapest filters I could find that would fit since I'll be changing them frequently and cutting them open to see if there's anything amiss inside.

June 6, 2021
Today I installed the radiator, a job I had been putting off. There are still a few details to attend (such as a hole for the lower radiator hose and the fan belt) but I knew it would be a reasonably big job. The radiator is heavy as hell and after doing some measurements on the frame, I knew I'd have to add some blocks to raise it up to the appropriate level. I added some supports to help keep it upright, modifying the one on the passenger side to clear the water pump drive.

June 8, 2021
Had some trouble finding a properly-sized collector for the temporary exhaust system. I went to my local O'Reilly's Auto Parts, which is connected to a distribution center (seriously, the building covers like three acres indoors). They let me go in the back and sort through the bins until I found just the right piece to make my test exhaust system. The outlet on the cast iron manifold collector is 2-5/8 inches but it has the bolt circle of a 3-inch collector—it doesn't look as big as it is. The rest of my exhaust system consists of some 2.5-inch flex pipe and the cheapest muffler I could find at Summit Racing ($18). I welded the flex pipe to the collector and I'll weld the muffler to the flex pipe once I have the manifolds installed and the collector is positioned properly.

June 9, 2021
A few weeks ago, I sent the OEM-style gaskets to Remflex to have some custom graphite gaskets made. They arrived today, and they're perfect. I even got a part number, so others can order custom Lincoln K V12 manifold gaskets in the future. I had them block off the exhaust crossover holes, which, combined with the plugs I installed in the manifolds, should help keep the carburetor nice and cool.

Installing the manifolds was fairly straightforward. I used the Remflex gaskets everywhere but on the collector, which will probably have to be removed when we reinstall the engine in the chassis. I used the copper Olson gaskets there instead. Tomorrow I'll hook up the exhaust system and it'll be that much closer to being ready to run.



June 10, 2021
Finished the exhaust system today by connecting it to the collector and welding the muffler to the flex pipe. I'll secure it with some brackets so it doesn't move around while it's running. I also installed my rebuilt generator and made the last wire of the primitive harness, connecting the generator to the ammeter. Connecting the battery and turning on the ignition and the ammeter gives a little twitch. It's ready. This weekend I'll install the cylinder heads and that'll be about it until the water pump shows up...

June 12, 2021
Big day today, got the cylinder heads installed. 58 ARP studs, 54 washers, 58 acorn nuts. A good dollop of ARP thread sealer on the ends, then the studs are threaded in finger tight—no need to really crank them in there. Most of the studs are exposed to the water jacket so I just went ahead and put sealer on all of them.

Once the studs were in place, I dropped the copper had gasket over the studs, then the cylinder head. I lubricated the studs, both sides of the washer, and the bottom of the acorn nut and screwed them into place. I'm of the opinion that you can't have too much lubricant on stud threads for torquing head gaskets and the ARP stuff is pretty good. Then I torqued the nuts to 45 lb-ft. in three steps of 25-35-45 using a pattern that worked out from the center of the head.

June 13, 2021
Not many things left to do so I'm just wrapping up the little stuff. First thing was to clean and polish the cylinder heads so they look their best and the oils don't hurt the finish. Once the heads were clean, I cut and assembled my plug wires.

June 16, 2021
Still waiting on the water pump. Jim said that they are having some trouble machining the replacement backing plate—it's not as straightforward as it first appeared. I'm not going to rush him, he knows what he's doing.

July 7, 2021
Gary at the Canton Classic Car Museum comes through again! He had exactly one water pump backing plate that wasn't cracked or welded and this is it. I only wanted to borrow it to get my car back on the road and then have one reproduced over the winter, but they were willing to sell this one to me outright. I didn't even hesitate and just took out my wallet.

Gary also sold me a bypass for the built-in oil cooler. I'll have Jim install it when he assembles the pump. I'm going to run these parts out to Jim later today or tomorrow so he can get to work assembling the pump.

July 13, 2021
My new wiring harnesses showed up today and they're beautiful. I almost don't want to touch them and risk getting them dirty.

July 21, 2021
Water pump is back and I spent a few hours this evening installing it, along with the related hoses. I had to modify the engine stand to make clearance for the lower radiator hose, but that was no big deal.

I filled it with eight gallons of water and three gallons of the cheapest 5W30 oil I could find. The plan is to run thin oil for the first few minutes, then drain it and replace it with something more appropriate. We just want to see if there are any metal shavings in the oil from the first start-up. The good news is that my brass oil level indicator float works perfectly.

July 23, 2021
FIRE IN THE HOLE! My mechanic, Roman, and I turned the key and pressed the button and the V12 roared to life for the first time in three years. Ran rough and needed a lot of choke, but it was running. Got pretty hot and I'm not thrilled with the oil pressure (it drops to 0 at idle), but 20 PSI at 1500 RPM is OK and the valvetrain is quiet. If it was really at 0 PSI, we'd hear it clattering. A few more runs and then we'll switch to 20W50 oil and that should bolster oil pressure a bit. Some tuning should help with the rough running and high temps.

But it runs and it didn't explode!

TEUTONIC ELEGANCE

Full Classics from Europe can offer a different driving experience than their American counterparts

By Matt Harwood
Photos by Dolf Kamper

When we talk about Full Classics, most people think Packard, Lincoln, Cadillac, and Duesenberg. But that overlooks a lot of brilliant cars from Europe that took a different path to excellence. Where American Classics were constantly trying to be bigger, more powerful, and more elegant, cars like the Kamper family's 1938 BMW 327 cabriolet delivered driving excellence through lighter curb weights, higher-revving engines, and more sporting chassis. The contrast is often striking, but the more you look at this lovely pre-war BMW, the more sense it makes.

The mid-size 327 arrived in 1937, one year after the motorsports-oriented 328 which was, in essence, a racing car for the road. The 327, however, was tailor-made for a different kind of customer. Be it in coupe or cabriolet guise, this car was a tourer in the true sense of the term, one that could withstand long journeys and offer seating for 4 adults.

It proved to be a popular car back in the interwar period with over with over 1,300 units being built in the Eisenach plant until 1941. The production of the 327 resumed at the same plant after the war but under Soviet rule. Those cars later became known as EMWs (Eisenach Motor Works). The 327 signaled that BMW had reached maturity barely a decade after the former aeronautical engine builder turned its attention to cars.

The 327 was BMW's response to the growing number of customers who were looking for a long-distance sports cruiser with the kidneys at the front. Basically, many posh clients turned to coachbuilders by 1936 to have their 326 sedans transformed into two-door sports cars. Ludwig Weinberger or Erdmann & Rossi were some of the established firms that offered elegant bodies for BMW's first-ever sedan. Granted, BMW had the 326 readily available in open-top style with either the two-door or four-door layout but the design wasn't particularly elegant or interesting.

That's why the German manufacturer upped the ante one year later, in 1937, with the 327.

The BMW 327 has a familiar-looking front end, being similar to that on both the 326 and the 328. The elongated kidney grille is present, running from the peak of the narrowing nose all the way down to the bottom of the front fascia. The split bumpers aren't fitted with any over-riders,

Handsome "twin-kidney" grille continues on BMWs to this day

the two-piece design being picked so as to not cover the kidney grille.

The headlights are incorporated in the front fenders sitting below the top edge of the wheel arches and the hood line. Also incorporated in the fenders are the clear indicator lights.

The BMW logo sits atop the rounded nose section, just above the kidney grille which is divided by a chromed bar that runs from the edge of the split windshield all the way down, where it stops in line with the bumpers. The two-piece butterfly hood, a classic element of '30s and '40s cars on both sides of the Atlantic, is pierced on either sides by a slender air intake covered by a blacked-out grille with a horizontal mesh design.

The swooping line of the fenders lead the eye to the flowing rear of the 327. Some 327s actually featured rear wheel covers for an even more elegant profile. The Kampers' 1938 cabriolet, however, comes without them, all four wheels being in plain sight. The wheels themselves match the two-tone theme of the bodywork and, unlike other luxury cars of the day, the 327 doesn't have whitewall tires.

The straight-forward-looking interior of the 327 is covered in leather upholstery, both on the seats and on the doors panels. This particular 327 has burgundy leather throughout with a white four-spoke steering wheel.

The speedometer has two more, smaller and more rectangular, gauges on either side. A few other white knobs

continued on page 18

1938 BMW 327 Cabriolet
Owner: The Kamper Family, Strongsville, OH

and switches sit in the middle of the dashboard and two large-size knobs control the angle of the windshield. The gear shifter sticks right up from the transmission shaft since cars from this era didn't have a center stack like cars we see and drive nowadays. While the seats up front were individual, the passengers at the back could relax on a plush bench seat.

Beautiful instrument panel and large plastic steering wheel.

The 327 shares the drivetrain with the mundane 326 sedan. That's five horsepower more than in the 326 thanks to a higher compression ratio. The engine is fed by two Solex carburetors. Initially, the power was sent to the back wheels through a Hurth four-speed manual transmission with freewheeling between first and second gears, which allows gear changes without depressing the clutch at low speeds. Later on, a ZF synchromesh gearbox was available. It was the first time that a fully synchronized gearbox was offered on a BMW.

The engine is rated at 55 horsepower, which doesn't seem like much, but they must be especially robust horses as the BMW can cruise easily at modern highway speeds and offers the kind of performance that most Full Classics can only envy.

Rudy Kamper had a 1939 290 Mercedes which was owned by a German spy in Iceland. Collectors in Iceland talked him out of that car, so he needed to find a suitable replacement. Rudy's son, Dolf, found the BMW at Dragone's Classic cars in CT. The Kampers drove out to Baltimore to meet Dolf, and drove up together from there. Manny Dragone said that the car was part of a collection in Brussels. Dolf recalls, "My older son was not quite born yet, and when my dad agreed to buy the car, I remember that he said he hoped his grandson would ride in the car someday."

According to Dolf, the car is a pleasure to drive. It is light and quick and feels like a much newer car. He says, "It is very different from the Mercedes or heavier American

1971 cc OHV inline-6 is an impressive over-achiever.

cars of the same time. I've been privileged to drive it on a few CCCA events with my mom and my boys, and I never have any trouble keeping up with the Packards and Cadillacs."

The basic 327 Sport Cabriolet cost approximately $3200 in 1938, which is around $54,000 in today's money. While that may not seem like much, it was actually quite a lot of money back then. This was, however, to be expected because BMW was aiming to please the wealthier clientele with this model. Given the company it currently keeps with other CCCA Full Classics, perhaps that shouldn't be a surprise.

SPECIFICATIONS

Year:	1938
Make:	BMW
Model:	327 Cabriolet
Original Price:	$3200
Engine:	1971 cc inline-6
Horsepower:	55
Torque:	93 lb.-ft.
Transmission:	4-speed manual
Final Drive:	3.90
Wheelbase:	108 inches
Curb Weight:	2425 pounds
Brakes:	Hydraulic 4-wheel drum
Wheels:	16-inch steel wheels
Tires:	5.50x16 blackwall

EVENT: SNYDER DAY TOUR

EE-AI-EE-AI-OH

A farm-themed tour makes for a great day in our old cars

By Christine Snyder

A friend asked me, some time ago, if our club would be willing to visit the nursing home where she works, to entertain the residents with our Classic cars. "Sure," I said. And that was the beginning of planning our tour and barbeque, which happened on August 6.

We arrived at the Heritage Center in Hudson at 9:30 am. There, awaiting us, was a great breakfast, provided by the Center. Some of the residents came out in their wheel chairs to enjoy the cars; whereas others just oogled them from their bedroom windows!

After having our fill of the great breakfast and a tour of the facility, we hopped back into our Classics and collector cars and off we went to the Pure Passions Alpaca Farm, near Kent. The young couple that own it were waiting for us with pails of food to feed the 30 some beautiful, gentle alpacas, as well as the resident goats. Our gang had a great time, and some even bought take-home articles made of the soft alpaca fur!

We then toured down some picturesque roads to the Cuyahoga Valley National Park. Our next stop was at Szalay's Farm Market. It was packed with shoppers, but the market had blocked off some parking spots for our cars. A lot of the club members stacked up on their famous sweet corn, as well as other goodies.

A few of us took in the covered bridge, after Szalay's, while the rest continued on to my place for the barbeque, set up and served in our air-conditioned car barn among our Classic and collector cars.

New members, Eric and Chris Peterson won the "Car of the Day Award" with their highly original 1937 Pierce-Arrow 1702 7-passenger sedan.

A good time was had by all, and everyone left before the predicted downpour started!!

Those enjoying the day were:

Dino Alai and Kelly
Frank and Ann Beard and their lovely granddaughter
Bob and Diane Brown
Jim and Gail Cowin
Jerry and Jean Gentner
Matt and Melanie Harwood with Scott and Jen Darpel
Dave Heinrichs
Eric and Chris Peterson
Jeff and Lita Powell
Jim and Nancy Scharfeld
Mike Schott and Kathy Wolk
Sally Sinclair
Christine Snyder
Margus and Vicki Sweigard
Al and Diane Truelson
Margie Wright
Al and Mary Zamba

EVENT: ROWDY MEADOW TOUR

ART IN MOTION

Beautiful cars meet beautiful art in a local artists' refuge

By Frank Beard

On May 21st, thirty ORCCCA members and guests queued for coffee and donuts at the Chagrin Falls Polo grounds in preparation for a tour of the Art Installations and grounds at Rowdy Meadow estate in Chagrin River Valley. Rowdy Meadow was developed

by Scott Mueller and his Architect Peter Pennoyer out of property previously owned by the White family. The house design captures Czech Cubism design features, prismatic form, and a Classicism style that looks timeless as it overlooks a landscape of 146 acres.

Scott Mueller and his brother, Dean, run Dealer Tire, a forerunner to Mueller Tire. Scott Mueller has engraved his passion for the Arts through the building of this 16,000 square foot home and the 40 art installations that embrace the woodlands, meadows, and streams that characterize the property. Scott is also Board President of the Cleveland Museum of Art, which will ultimately own and operate the property after the Mueller family's tenure on the land. As the ORCCCA participants in this tour discovered, the outdoor art installations are ongoing and evolving projects.

The tour started at the front drive of the main house, with the ORCCCA members parking their Classic cars along the driveway adjacent to the front meadow. Scott Mueller led the tour group around the back side of the house and property, circling behind a pavilion housing a 16-1/2 ft. canoe (Psyche) carved out of a solid piece of marble. We circled counterclockwise using a pathway around the waterway that overlooks the south side of the mansion and reflecting pool. Along the pathway Mr. Mueller captured the groups attention with the art background on various outdoor art installations that spring up along the pathway, which included:

- 10 ft. high steel plates (Berg XX) by Tom Joyce
- 40 ft. stainless steel tree (Compression) by Roxy Paine
- Earth and sandstone feature (Contour 950) by Andy Goldsworthy
- Snowman by Peter Fischi in a refrigerated box
- Bronze bowl with Lace by Ursua Von Rydingsvard
- Apple orchards
- 19 Classical sculptures in Jesmonite and marble grain by Xu Zhen
- Earthen dam veneered with hand-laid sandstone blocks by Andy Goldsworthy
- Concreted blocks (irregular progression) by Sol LeWitt
- Mausoleum and chapel—under construction
- Cast bronze figure (Sleepwalker) by Tony Matelli

The artists who have contributed to the outdoor installations are international and well known in the world-wide art community.

Mr. Mueller and his art team consultants are contacted by artisans from all over the world to make contributions to the growing outdoor art exhibits.

The most amazing outdoor art exhibit is actually underground—*THE BUNKER*. Upon entering, you see a diorama of art depicting the early evolution of the world we live in. Then our senses were challenged with displays of a radio studio, a Japanese airport sleeping motel, machinery for making CDs, a movie theatre, and a recreation of a 70's party pit. Amazingly, plans are in the works to create a second underground bunker on the property.

Exiting the bunker we circled back to the main house for the viewing of a very rare race car, a 1938 Peugeot 402 Darl'Mat Special Sports roadster originally owned by Dorothy Patten, who was a British citizen married to a German Barron (Dorndorf). Mr. Mueller indicated at a separate auction he was able to purchase the racing diary of Ms. Patten that describes races in which she participated and her accomplishments in the pre- and post-WWII eras. The Peugeot is one of several classis Mr. Mueller has owned with the encouragement of his brother Dean, who views 1920-30's cars as another expressive art form. Other car collectables in the past ownership of Mr. Mueller have included: Talbot Lago, Bentley Continental, Jaguar XKE, Auburn Boattail, and an Aston Martin.

Also parked in the front drive apron was a Smart Car, artistically reconfigured with tire treads, soil and apple tree to signify the Muller Tire and original apple tree farm heritage of the estate. Scott also has plans in the works to build a replica of a Muller Tire shop on the property, representative of the aftermarket tire and auto service business started by his grandfather.

With aching muscles and sore feet, the ORCCCA crew concluded its tour of the Rowdy Meadow property and headed off to an afternoon picnic at the Metroparks North Chagrin Reservation.

(Editor's note: Mr. Mueller requested that no photos be taken of the art installations, so unfortunately we are unable to show you any of the wonderful pieces we saw that day.)

Walter M. Murphy Co.

COACH BUILDERS TO THE STARS

FIRST IN A SERIES ABOUT CLASSIC COACH BUILDERS

by Christine Snyder

"rakish-\ra-kish\ adj.--having a smart appearance suggestive of speed." This word is one adjective that can best describe the styling of the custom bodies built by West Coast coach builder, the Walter M. Murphy Co. Add to that other words and phrases such as "distinctive", "quality", "simple", "clean", "good taste", "detail", "innovative", "refined", "prestigious", and "sporty flair of the California elite lifestyle", and one can sum up the reasons for the tremendous success of the Murphy Co. in the mere 12 years (1921-1932) of its existence.

Walter Murphy was born into "lumber" wealth in Detroit, Michigan. He worked in the family business for a time, but soon had the vision to see the great money-making potential of the newly developing southern California region, the "Land of Sunshine". The wealthy were flocking there to live in the glorious climate, and to make more money, and the fledgling movie industry, in its need to shoot its film in more light, had moved from New York to Los Angeles.

Young Walter had started a lumber business in 1904 in Pasadena, supplying mill work to California contractors. In 1916 he sold that business to open automotive showrooms, selling Simplex and Locomobile cars. He sent some chassis to eastern coach builders to make custom bodies for customers that requested them.

William Murphy, Walter's uncle, had helped finance Henry Leland's venture in Lincoln Motor Co., which, after World War I, in 1920, turned its efforts to making the Lincoln automobile. Walter became the West Coast distributor for this new car.

Walter Murphy almost immediately ran into sales resistance. Leland's ultra-conservative style had turned out stodgy, boxy, high-roofed body styles that sported ultra-conservative colors such as dark blue, dark green, and dark black! They may have sold in the east, but not to the progressive, sporty-loving "bon-vivants" of California.

So Walter Murphy did the only thing he could. He built his own coach works in Pasadena to customize these Lincoln chassis, and in doing so, he could also expand operations into the growing California custom body business.

Many of Murphy's key men were hired away from the east's Healey & Co. plant (New Jersey). George Frederick was his general manager. Frederick was well respected by his peers, and lured other extremely fine craftsmen and designers he knew to California to join him. (Of course, the promise of Murphy to pay all moving expenses didn't hurt, either).

The first three creations of the fledgling company were uninhibitedly sporty, sleek, low, well-crafted "fan-tail" phaetons built on Lincoln chassis-- the first being for Murphy himself. The second was built for movie star, Douglas Fairbanks. It had four doors, slanted windshield, and had both dual side mounts and rear mount spares (see figures 1 & 2). The third was a boattail roadster that was even more flamboyant than the first two.

Murphy enjoyed instant popularity with his "California" stylish bodies, with the elite and famous clamoring for his services. Some of his clients included Tom Mix, Gary Cooper, Gloria Swanson, Zane Grey, King Alfonso of Spain, Wm.Randolph Hearst, Clara Bow, and Howard Hughes.

Murphy did not confine his coach building to Lincolns. Custom bodies were built on most prestigious chassis of the era. Half of the "J" Duesenbergs sported Murphy bodies. (More Murphy bodies were produced for Duesenberg than for any other marque). Every Doble Steamer "E" series except one had a Murphy body.

The Murphy employees were top notch, quality-minded guys. Proof of this devotion to their work could be seen as a car was just about to leave their coachworks to be delivered. With the automobile resting near the main door, one by one, each man responsible for his portion of the job would slowly circle the car, double checking each detail for flaws. Any imperfection was corrected on the spot.

Tragically, only three years after the founding of the Murphy Body Co. George Frederick was drowned in a holiday outing attempting to save a company secretary who thought she was drowning. Would Murphy be able to replace this man of positive ideas, minimum compromise and excellent taste? Murphy's answer was to hire Frank Spring , an engineer from the Courier Car Co., Sandusky, Ohio (your author's hometown!) Happily for Murphy, Frank Spring followed Frederick's policies. He was the one who saw the growing demand for convertible tops, and the lessening supply from Detroit, and initiated the development of the convertible sedan.

Spring had subscribed to the French publication, L'Auto Carrosserie, and through its influence began his own convertible sedan design. With this design, the front and rear doors shared the same aluminum center pillar post for a hinge mount, with the result that the window pillar above the belt line and between the glasses was reduced to a minimum. That, the solid bronze castings for the windshield frame and the very narrow door glass frames allowed one to have all window pillars of the body narrower than the distance between the driver's eyes. This provided not only an increased safety factor by giving the driver unimpeded vision, but also gave the car a light and graceful look--top up or down. This, together with the horizontal belt line, flat roof curve, and large trunk gave the body added length. This body style was very popular on the west coast as it provided dignity with sportiness. Spring used it not only as a custom body for individuals, but built a good business providing this style to the auto makers as prototypes.

In fact, Murphy Body Co. provided prototypes of various styles to such manufacturers as Auburn, Cord, Duesenberg, Franklin, Stutz, Hudson, and Packard. These prototypes were then built at the car makers' production plants.

In 1926 Walter M. Murphy Co. switched distributorships--from Lincoln to Hudson. They provided years of design and prototype service to Hudson, and this led, in 1931, to the departure of Frank Spring from Murphy to Hudson.

We, here in the Cleveland area, are very proud and lucky to have in our midst the handsomest Classic ever turned out by the Murphy Body Co.--the 1931 all aluminum Peerless V-16, five-passenger sedan, which still today finds its home at the Crawford Auto Museum. (Figure 3). Unfortunately this car never progressed beyond the prototype stage, because Peerless went under during the Depression.

Some of the features that make the Peerless so handsome and unique an automobile are the doors which extend into the roof, the windshield high into the header, wiper motors at the bottom for better sweep, large instruments easy to read, and a rich broadcloth interior. Its most outstanding feature was its "complete and absolute harmony". Frank Hershey was its designer, and he had created the ultimate Classic.

Murphy Body Co. reached the peak of its refinement with the development of the aforementioned convertible sedan as well as the disappearing top roadster. However, Frank Spring's decision to get into the aviation area after WWI, losses at the Hudson dealership, plus the deepening recession caused cash flow problems at the Murphy Body Co., and in 1932 Walter Murphy decided to sell out.

He sold to a man named McKay who couldn't make the payments and closed the doors in about six weeks.

Luckily for Murphy's customers, two of his top employees, Christian Bowman and Maurice Schwartz, decided to continue in the Murphy tradition and opened their own coachworks. This led to the creation of the also famous Bowman & Schwartz bodies. The Murphy era of coach building drew to a close, but the evidence of what some folks would say was the greatest coach builder in American history lives on with us in the beautiful automobiles he created and that we are still able to enjoy.

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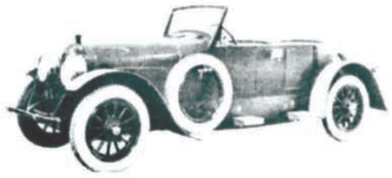


Figures 1 & 2-Lincoln phaetons for the boss, Wm Murphy and actor, Douglas Fairbanks.

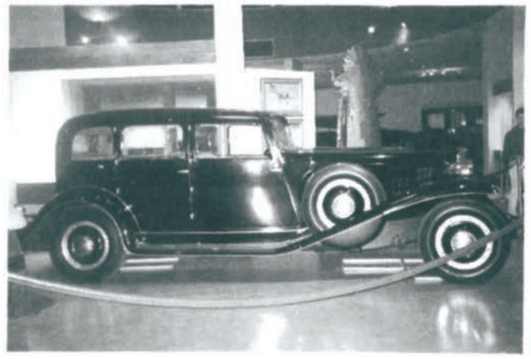
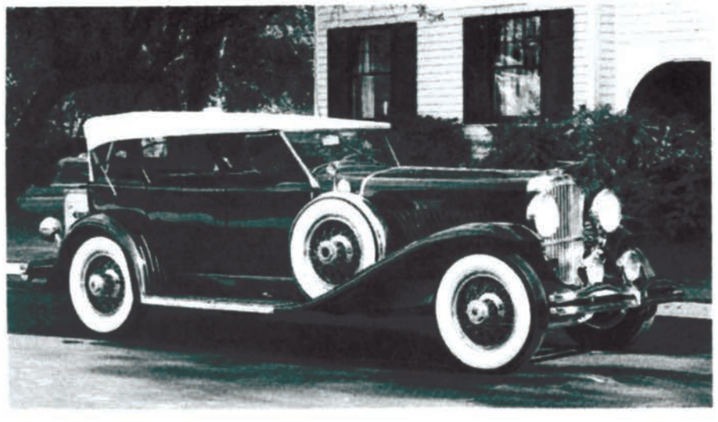


FIGURE 3-The 1931 Peerless as it looks today in Cleveland's Crawford Museum.



A famous Murphy Duesenberg.

EVENT: FOURTH OF JULY CAR SHOW

PATRIOTIC CELEBRATION

Then annual Columbia Station Car Show attracts CCCA members every year.

By Diane Truelson

The July 2 Columbia Station Car Show was rescheduled for July 4 due to rainy conditions on the 2nd.

July 4th was a great day, sunny with a light breeze. Turn out was approximately 175-200 cars, trucks, and motorcycles.

Dave Heinrichs took his 1917 Winton 7-passenger Touring car and won Best Pre-War award. Norm and June Cangey drove their 1930 Pierce Arrow 8B Club sedan. Al and Diane Truelson brought their 1946 Cadillac 60S sedan, which won the Best Post War Car award. Also in attendance was club member,Dino Alai, who brought a 1940 Indian 4 Cycle motorcycle. which won the Best Motorcycle class.

A fun time was had by all.

OP-ED: WHAT MAKES A FULL CLASSIC® CLASSIC?

CLASSIC CLASSIFICATIONS

Thoughts on the history of the CCCA Approved Classics list and the club's future

By John Jones

Our Club had its beginnings way before its formal organization in 1952. Numerous fanciers—some of whom became charter members -owned and regularly drove examples of cars they referred to as classic. These were good, solid cars, in their owners' estimation the best on the road; they were distinctive, if no longer popularly distinguished; inexpensive to acquire—some even super cheap! Many of us have known one or two members who were the original owners, who recognized the timeless elegance and superior qualities of their cars and the impossibility of buying anything new that would come anywhere close.

Paul Lamb, President 1964, owned a 1934 Packard Dietrich Super Eight convertible victoria, and his wife Frances owned a 1934 Super Eight club sedan -both bought new and used regularly into the 1960s.

Earle Eckel, an early CCCA member and one of AACA's founders, drove his 1925 Pierce Arrow roadster from showroom acquisition into the 1960s. As I recall, Mr. Eckel was also an early director of the Delaware Valley Region, CCCA. One of our early senior cars—Buck Hill 1958, I believe—was an original owner 1934 Packard LeBaron sport phaeton. Many of the early leaders of our Club and individual Regions, including our first president, used their Classics as daily drivers during the first few years of the Club's existence.

Based on conversations with numerous Club leaders and officers in the early sixties—for instance, Bob Turnquist, George Jepson, Ted Kavanagh and others—the list of CCCA-recognized classics was a very tightly defined, exclusive list as compared with today. The Era was considered to have begun in 1925, primarily because it was believed that by then, engineering and construction of the highest quality cars had reached a consistently high and sustainable level of excellence.

Even so, according to Bob Turnquist's recollection as cited in the 50th anniversary remembrances, 1925 was somewhat arbitrary because even then it was recognized that some Classics were by then more advanced and refined than others, and that some antecedents probably were of Classic caliber (Ray Dietrich firmly said as much in his "Dietrich Story" in The Classic Car back in the late fifties, and repeated it in his address at a later Annual Meeting). 1942 was recognized as the logical end of the era because of the many social and economic changes and across-the-board technical advances of the late 1930s which were honed and whetted by WW II.

1948 became the cutoff year in two ways. Initially only Lincoln Continentals were recognized through 1948. As Bob Turnquist explained, this was because in 1954 the LCOC already had a strong member roster, and offering them automatic eligibility in the CCCA almost doubled our membership. (The obvious logic here—add marques, add members. Whether that is universally so is debatable, and is both recurring and current grist for discussion.) Actually, in the early sixties, some of my CCCA elders carefully explained to me that in their own opinions, the Continentals did not measure up to Classic engineering standards and thus did not really qualify; similar opinions persist today regarding other marques as well—remember the Town & Country debates of just over a decade ago? Note that in 1954, the newest CCCA-recognized Classic was only six years old! But then, a number of other Classics were also only a little more than ten years old. More recently—say the last thirty years or so—we have accepted 1948 as the cutoff year for those Classics which were virtually unchanged in design, build, and market since 1942. The consistent theme is that the Classic Era describes not only the cars but the conditions, lifestyles, and artisanship that spawned them.

There is a persistent account that the 1925 start year was chosen because at the time of our founding, AACA activities did not admit cars newer than that. Judging from Club statements of the fifties and sixties, I believe that to be a secondary factor. The described overall quality of luxury cars as of 1925 seemed to be the primary argument.

1948 would seem a logical cutoff year for American Classics, with maybe one exception: the 1949 Cadillac 75, which is disqualified mainly by its very modem OHV engine and certainly post-war-modem dashboard. (I neither advocate nor discourage—only observing.) There are a few foreign Classics which do have identical or virtually identical post-1948 successors (Delahaye comes to mind, with Rolls Royce, Bentley and maybe some bigger Alfa Romeos), but it seems their being clothed in modem raiment in most cases would disqualify them. After all, even though the 1948 Cadillac 61, 62 and 60S had pre-war engines, their bodies were postwar and continued into 1949, and of course for this reason we do not list these as Classics.

Decades ago we debated and ultimately conferred Classic status on some Studebakers, Cadillac 60 Special and 62, big Buicks, Packard 160, big Chryslers, and post-WWII virtual successors. Recently we included all Cadillacs 1915 through 1947 (and 1948 75s) and all LaSalles, in which cases advocates of the Packard 120 may certainly be entitled to cry foul! The questions regarding these cars were the same as asked about previously considered marques: what caliber engineering excellence, what price point in the market, and by what segment of the public bought? And finally, why were these series conceived—as luxury vehicles or simply (and understandably) as a means of keeping their makers in business?

This brings us back to these questions: why was our Club conceived and organized? What is our purpose today and into the future? The reasons behind our founding may have become moot because of the full recognition accorded our Classics by AACA and various marque clubs, but are no less valid todaythan in 1952. The cars have not changed; what has changed is the perspective of their devotees, most of us having been born after these cars were made. Not one of us can look back nostalgically at 1925; maybe one or two of us might remember 1935. So what today's car people consider classic may indeed be valid, but our Club's question is what we should consider Full Classic. I submit that the line drawn at 1942 was and remains logical and probably very wise, and the extension to 1948 understandable but nonetheless a slippery slope, upon which we now find ourselves sliding. The inclusion of say, a 1951 Delahaye, Rolls-Royce, or Bentley whose engineering, quality, method of manufacture and concomitant exclusivity reflect the Classic Era would seem sensible by the same logic that admits our 1946 and '47 Cadillacs and Packards. But these cars are by no means "left out!" Remember that our CCCA focuses on a period and the cars of that time. There are wonderful, very active clubs which recognize the many marques and eras which are outside the CCCA's unique purpose. Our CCCA is once again at a significant crossroads in our developing history. I fear that if we lose focus by dilution of our standards or by reacting to narrow interests, we may also lose relevance. Let's hold the line at 1948 for now.

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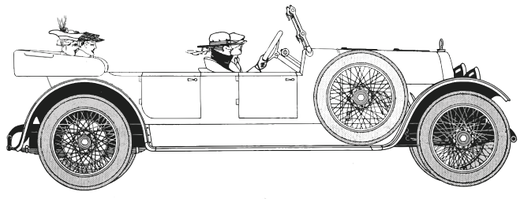

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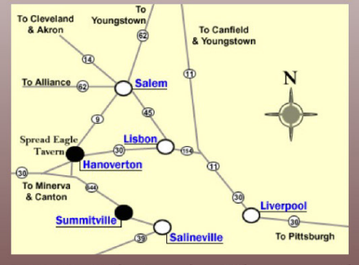

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