

THE SPARK PLUG

News to spark your interest

July August 2018

Spirit of St. Louis Region Classic Car Club of America



Wendell Smith poses with Randall and Alean Andrae and his 1925 Rolls-Royce Silver Ghost

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SPARK PLUG NEWSLETTER

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Director's Message

The Spirit of St. Louis Region continues to gain recognition at the National CCCA level, most recently in the official publication The Classic Car. In an article on page 28, entitled It's a Small (Classic Car) World After All, it was great to read about John

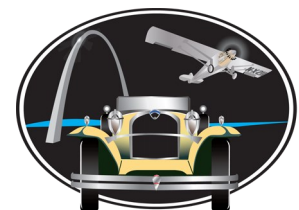
fellow member Todd Tobiasz and the two Cadillacs he displayed at the CCCA Annual Meeting last April in Branson, Missouri, in particular the 1931 Cadillac 355A seven-passenger sedan. The story tells of how the car was at one time stored in an old automobile dealership building next to a 1936 Pierce-Arrow 1603 Limousine which ironically was also on display at the Annual Meeting Concours. Significant too was the accompanying photo showing Todd, along with three prior owners of the car, Jim and Myrna Schild, Larry Hassel and the late Jack Folluo, all current or former members of the SSR Region.

In the same issue are the final results of all of the National recognition awards and I am sure you will be pleased to see our Region at or near the top in several important categories. Take a bow SSR Region members!

Be sure to mark the date on your calendar and join other members in a spirit of fellowship and friendship over a relaxing dinner. The conversation is always interesting.

Summer is here and that means getting our Classics out for some fun! Anyone interested in hosting a garage tour? Maybe something a bit

more impromptu?.....let us know, we're always listening and working to keep our Region among the best in the country.



Spirit of St. Louis Region
Classic Car Club of America

The Andrae's Sixty Third Wedding Anniversary

By Wendell Smith

On June 12, I had the pleasure of participating in a photo shoot on Randall and Alean's sixty third wedding anniversary.

Cars have always been a major part of the Andrae's lives, consequently, it was only appropriate that they capture their sixty third wedding anniversary by having a professional photographer take photos in their front yard with two special cars, a 1959 Rolls Royce Silver Cloud (NC) and a 1925 Rolls Royce Silver Ghost.

The Cloud is actually Randall's most recent acquisition. When Clouds came out the Andrae's had two as their daily drivers. According to Randall they were extremely reliable. Randall purchased the Cloud in the photo a couple of years ago in Chicago. It presumably had been an embassy car and has only 23,000 miles showing on the odometer. However, the mechanics did not come up to Randall's standards. He discovered the car had previously overheated damaging the valve seats. The repairs had not been done properly. Randall was able to find some new old stock heads and the engine now performs as new. Among other things he also installed a modern air conditioning system and a state of the art stereo system.



The Andraes celebrate their 63rd anniversary with the Silver Ghost now owned by Wendell Smith. Photos by Fricke Studios, Washington, Missouri.

The Ghost, on the other hand is an old friend that returned for the anniversary. The Andrae's bought the car in the 70s when they lived in California. The car was original with only 24,000 miles. Randall went completely through the mechanics of the car and made discrete modifications such as adding an overdrive, switching the electrical system from six volts (unique to U.S. built Springfield cars) to twelve, putting in electronic ignition, and rebuilding the engine with light weight modern performance components. The Andrae's drove the Ghost over 50,000 miles including coast to coast Rolls Royce Owners Club, Silver Ghost Society tours and CCCA Caravans.

I didn't think the Andrae's would ever sell the Ghost. They knew I had always wanted to acquire a Ghost. Late last year I was fortunate to be entrusted as the new owner. It was only fitting that I appear with the Ghost and serve in the chauffeur role for the Andrae's monumental occasion.



The Silver Cloud (NC) and Silver Ghost. Photos by Fricke Studios, Washington, Missouri

Across the Editor's Desk

Across The Editor's Desk

This year seems to be going past at an amazing rate. We just made it through about seven months of continuous cold weather and now, without a break we are experiencing an unusual period of extremely hot weather. A bad time indeed for those of us without a proper climate controlled garage and work area. We put a small air conditioner in the small garage on the house to finish some brake work on a Rolls-Royce, but even that has not been enough to get the work finished when it is over 95 degrees every day. I hope the rest of you are doing better with your projects or already have your Classics prepared for touring and shows. Maybe I will make it someday.

We have already had a few very nice Spirit Nights with good turnouts of members and always good food and fun. If you have not made a Spirit Night they are a wonderful opportunity to meet other members and share information. They are held in various locations so that everyone should have an opportunity to attend. If anyone has ideas or suggestions for tours, events or other activities please contact our Activities chairman or any board member and your ideas might be worked into our schedule for the year. Look at the calendar on the back page of the Spark Plug to see what events are of interest to you.

Please let me know if you would like to receive the Spark Plug newsletter in paper form or only by email and I will put your name on the proper list. I send everyone an email copy to simplify things but if you have requested a hard copy it will arrive soon after the email copy. Both are published in color. Make sure to read the stories in this issue about a few of our local members who have been enjoying their Classics on their own.

Make sure that if you attend any event or Spirit Night that may be of interest to the members to try to get some quality pictures and send them to me for publication. These pictures and stories will help other members, especially new members, to be encouraged to attend as many events as possible and get the most out of their membership.

It is imperative that I receive your story and photo submissions by the 20th of the month prior to publication so that I have time to assemble everything and get the newsletter printed, published and mailed as close as possible to the first of the month. The deadline for the next issue is August 20th for the September October edition.



In Memoriam

Former Spirit of St. Louis Region member Jack Mulligan passed away at the age of 94. Jack was born on July 25, 1923 and passed away on Sunday, May 20, 2018. Jack was a resident of Saint Louis, Missouri at the time of passing. Jack proudly served in the U.S. Navy from 1943 to 1946.



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Membership Musings



Welcome to Rob Hosenfelt. Rob attended the Annual Meeting in Branson as a guest of member John Groll. I'd like to think that he enjoyed the company and the events of the week. It was an easy sell and he submitted his application while still in Branson! He and seventeen other members and guests made it out to the most recent Spirit night at Granite City Brewery.

Even if the weather has not been ideal for driving our un-air-conditioned cars we still have the chance to get together every month to keep up on project stories and new acquisitions. Rest assured it was no cooler in San Marcos, Texas, for those of us who attended the Cadillac LaSalle Club Grand National. July Spirit night is a week later to give room to Independence Day – see you July 10th.

On a last minute whim I took the '31 Cadillac to dinner at the Ritz in Clayton as a guest of the Cigar Club. (Smoking commenced after dinner on the roof of the parking garage). It did not share in the cowboy steak but it did garner a lot of attention in the dining room. It was a prohibition-era themed event and I thought the car might look right at home. There were about 300 at dinner and I didn't know a soul but met some very interesting people. It's too soon to tell if Buster drummed up any interest in club membership but we should keep our ears open.



Buster on the carpet at the Ritz

Local Classic Car Collector Wayne McKinley Celebrates his 97th birthday.

By Jim Schild Photos by Larry Hassel

Longtime local Classic Car collector and former Classic Car Club member Wayne McKinley has been a friend to many of our Spirit of St. Louis Region members for many years and his collection, now housed in a new facility in Waterloo, Illinois is a treat to visit for anyone who has the opportunity. SSR member Larry Hassel recently had that opportunity when his friend Yolande Wood invited him along as she accompanied one of her friends to the party at the McKinley facility.

Since Yolande has been associated for some time with the Tuskegee Airman she knew former WWII Tuskegee Airman pilot Colonel John P. Morgan, who is a dentist and a longtime friend of Wayne through the Kiwanis. Larry had not been to this new facility before so it was a great treat to have the chance to see some of Wayne's more than 46 antique and Classic Cars in his collection. The collection was formerly housed in O'Fallon, Illinois but is now secure in this private facility in Waterloo. Wayne owned two Chevrolet dealerships in the Bellville and O'Fallon area for many years until his retirement.

In addition to a number of full Classics such as a 1930 Lincoln Model L Touring, 1933 Auburn V-12 Speedster and 1937 Cord 812 Supercharged Convertible Phaeton Sedan, Wayne's cars include an 1906 Cadillac Model F Touring (NC), 1914 Chevrolet Series H Baby Grand Touring (NC), a 1917 Saxon roadster (NC), an early Franklin (NC), an American Underslung (NC), almost every model of Bantam (NC) and his favorite, a 1913 Six-Cylinder Moyer Model G Touring (NC) which Wayne has used in many tours in the United States and Europe. Wayne also owns a very rare 1923 Chevrolet Model C Copper Cooled (NC) engine of which only four exist. Wayne has also owned two Model J Duesenbergs, a 1913 Simplex (NC) and two Tuckers (NC). Best wishes to Wayne on his 97th birthday and many more to come.



Colonel John P. Morgan enjoys a great time with his friend Wayne McKinley at Wayne's 97th Birthday celebration.



Although not a Classic, this 1913 Moyer has always been Wayne's favorite car. He has driven it on many long distance tours in the United States and Europe. It is one of only two known to exist.



A few of Wayne McKinley's fabulous collection of Antique and Classic Cars at his facility in Waterloo, Illinois. First is the 1933 Auburn V-12 speedster, while Yolande Wood poses with the wonderful Ivory 1937 Cord 812 Supercharged Convertible Phaeton Sedan. Larry Hassel Photos.



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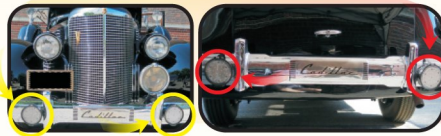
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An overhead view of the Des Moines Concourse d'Elegance to be held September 8-9 2018.

Email us at info@desmoinesconcours.com for more information and classes available.

Hints From The Classic Car Garage

The value of the shop manual - Brakes

Jim Schild

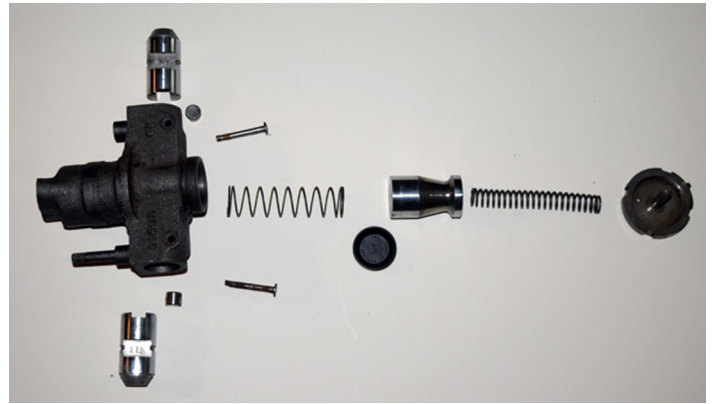
I am often amazed over my 50 plus years working with automobiles, the number of owners and even so-called “mechanics” who do not use or follow the instructions and information found in the manufacturer’s workshop or service manuals published for every car ever built. There are a number of important reasons that a proper manual should always be a part of any work done on your Classic Car. One, is that the specifications provided are those of the manufacturer and likely to be accurate for your particular model and year. Aftermarket manuals are often generalized or cover only certain more popular models and years and the information may not be correct for your car.

Another reason is that sometimes, our Classic Cars may have operating mechanisms and parts that may be nothing like those found on “lesser” automobiles. For example, the brakes on a Ford (NC) may not be even similar to those on a Cadillac, Packard, Hispano-Suiza or Rolls-Royce of the same era. The owner or technician who assumes that all automobiles are much the same will find themselves in for some surprises when beginning work on Classics.

One example is the brake system on an early post-WWII Rolls-Royce or Bentley. Where most automobiles will have either mechanical brakes or hydraulic brakes, the EPW Rolls-Royce and Bentley have both on the same chassis. The rear brakes are mechanical and the front brakes are hydraulic. Differences go even further when one finds that earlier chassis numbers of the pre-1949 Classic models have Girling front brakes and later ones have Lockheed front brakes. The operating systems are different between those two and the Girling brakes are different than any found on an American car of the same era.

The Girling system has considerably more parts than the Lockheed or similar system and many of those parts are made of precision machined high quality hardened steel rather than the simple stampings of other makes. Additionally, Girling front wheel cylinders operate laterally rather than longitudinally as they do in most other cars. The brake shoes are operated by a mechanism with dual machined steel rollers and ramps rather than mere hydraulic pistons. Although the rear brakes are mechanical, they operate with

a similar design. Both front and rear brake shoes are controlled by precision adjustment rods and nuts with locks rather than just pushing by the stamped wheel cylinder couplers as in other cars. These rods hold the brake shoes in exact location and adjustment for a more precise operation.



The parts of a Post WWII Rolls-Royce and Bentley Girling hydraulic brake wheel cylinder. Many of these parts are precision machined hardened steel.

One of the more interesting features of all Rolls-Royce brake systems since the Silver Ghost and well past the Classic era is the unique clutch-type servo brake assist. The servo used on Classic Rolls-Royce was originally designed by Hispano-Suiza and licensed by Rolls-Royce because of its superior operation and design. It is driven at 1/10th driveshaft speed from the right rear of the transmission. When the foot brake pedal is depressed, it moves a rod which directly operates the rear brakes, at the same time operating the servo with another rod which then assists the rear brakes and fully operates the master cylinder (under the right front seat) to operate the front brakes. The front brakes do not function unless the car is moving and the tail-shaft of the transmission is turning. The faster it rotates the more power is applied to both front and rear brakes. This function makes brake pedal pressure very easy, especially at high speed. This system could easily be confusing to someone who might be inspecting the brakes without being aware of their operation. The workshop and service manu-

als explain these parts and operations very well but without them you may have a problem making them work properly.

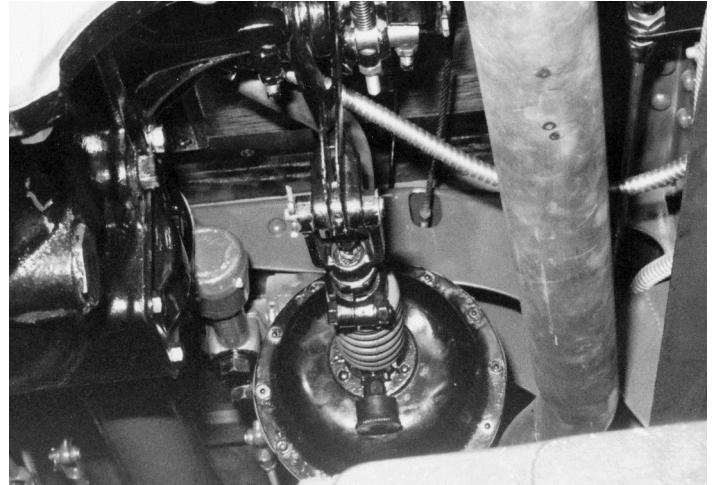
Unusual brake systems are not only the realm of Rolls-Royce and Bentley. Many Classic Cars have brake system requirements that may seem unusual to the modern technician who may be more familiar with a Model A Ford or a Chevrolet or even more modern cars. Although other cars also have specified techniques and sequences for brake set up and adjustment, those on Classic Cars can be much more critical to successful operation because of the precision and complexity. An example I am familiar with is that of the 1928 to 1931 Cadillac and La Salle. The Cadillac and La Salle have fully mechanical brake systems with very large brake drums but the brake operating system and adjustment is significantly different from that of lesser automobiles of the time.



Some of the more than 115 parts that make up the right front wheel and brake system of a 1931 Cadillac. Many of these parts would be unfamiliar to a modern mechanic not accustomed to working on Classic Cars.

Before any adjustment of the brake shoes can be accomplished, it is necessary to check and make adjustments to all of the brake rods and cables in correct order. The front and rear brakes also have cam lever adjustments that are verified by checking the exact length of springs on the brake cam lever. There are also stops that must be checked during this adjustment and if these are not all checked and adjusted in order the brake shoe adjustment will be meaningless. Without the exact specifications and instructions provided in the Cadillac Shop Manual, proper brake adjustment and operation would be impossible. Also, in the example of the Cadillac and La Salle, the adjustments may be different between the Cadillac and La Salle and between the 1928, 1929 or 1930 and 1931 as the designs vary.

Along with these differences in adjustments, some Classic Cars of the early 1930s also had vacuum-servo assisted brakes. These may include Cadillac, Lincoln, Packard, Chrysler, Duesenberg, Pierce-Arrow and Buick. All of these systems, although similar, are of varying design and construction. The manufacturer's shop or service manuals provide illustrations and instructions of each system so that repairs, rebuilding and maintenance may be accomplished properly.



This is a view of the vacuum brake booster assembly on a 1931 Cadillac V-16 looking from the front to the rear on the driver's side of the car.



1930 Stutz Model M Speedster, Photo by the owner, Titus Diljeet, New Delhi, India.

Jim Schild
5 Rowan Oak Lane
Columbia, IL 62236



CALENDAR OF EVENTS

July 2018

>>Spirit Night, Circle 7 Ranch	July 3, 2018
Spirit of St. Louis Region CCCA Board Meeting	19 July, 2018

August 2018

>>Spirit Night, Location and host TBD	7 August 2018
Spark Plug Submission Deadline	August 20, 2018
Fall Auburn, ACD Reunion, Auburn, Indiana	August 30-September 2, 2018

September 2018

>>SSR Spirit Night . Host and Location TBD	4 September , 2018
Des Moines Concours de Elegance, Art & Design of the Automobile	September 8-9 2018
Wheels In Motion Day, Benefit Car Show, Westport Plaza	September 9, 2018
>>Indiana Region Grand Classic, Connor Prairie Festival of Machines	September 13-16, 2018
HCCM Brass & Nickel Car Show, Pre-1932, Museum of Transportation	September 22, 2018