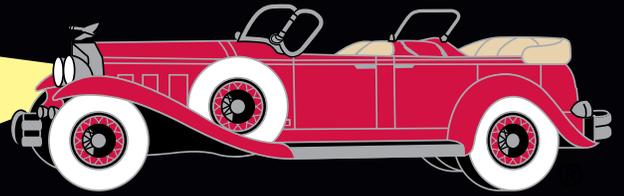


Northern Lights

The Ohio Region
Classic Car Club of America



WINTER 2016



THE GENERAL'S FINEST IN '41: *BUICK VS. CADILLAC*

Matt Harwood

Club Director
Editor "Northern Lights"
9852 Ravenna Rd. Twinsburg, OH 44087
216-849-5263
Matt@HarwoodMotors.com

Mike Dube

Editor "High Beam"
3178 Robin St. Ravenna, OH 44266
330-297-8792
shoveldog@aol.com

Al Truelson

Treasurer, Awards Chairman
3616 Erhart Rd. Litchfield, OH 44253
216-299-0576
imturfguyal@aol.com

Norm Cangey

Membership Chairman
21355 Hillsdale Ave. Fairview Park, OH 44126
440-333-8921
clockcangey61@att.net

Rich Fink

Alternate, Secretary
19130 Brookfield Dr. Chagrin Falls, OH 44023
440-384-3086
richfink@gmail.com

Gary Rosenthal

Head Judge
13569 County Line Rd. Chagrin Falls, OH 44022
440-423-1718
sunchoke@sbcglobal.net

Bobby Girardi

Alternate, Club Historian
324 Substation Rd. Brunswick Hills, OH 44212
440-823-9151
bgirardi@juno.com

Andy Hussar

Club Projects
2150 Kenyon Ave. S.W. Massillon, OH 44647
330-575-3421
ahuss15@yahoo.com

David Heinrichs

Asst. Director
Stan Hywet Inner Circle
25716 Osborne Rd. Columbia Station, OH 44028
440-668-3763
HeinrichsVintageCarShop@gmail.com

Melanie Harwood

Stan Hywet Registrar & Coordinator
Webmaster, Co-Editor "Northern Lights"
9852 Ravenna Rd. Twinsburg, OH 44087
440-840-7474
Melanie@HarwoodMotors.com

Margus Sweigard

Stan Hywet Assistant Coordinator
2800 Hemlock Dr. Willoughby, OH 44094
440-942-1647
margussweigard@gmail.com

George Strom

Stan Hywet Inner Circle
646 Washington Ave. Elyria, OH 44035
440-322-6608

Jim Battenhouse

Stan Hywet Inner Circle
24071 Elm Rd. North Olmsted, OH 44070
440-777-0884

Bob Brown

Equipment Chairman
Stan Hywet Head Judge
635 Eastwood Rd. Hinckley, OH 44233
330-278-4318

Joan Kamper

Sunshine
9225 Lindbergh Blvd. Olmsted Falls, OH 44138
440-234-5659
Sunshine@ORCCCA.com

Much appreciated Assistants to the Board

Jane Dube, High Beam Editor
Joan Virostek, Stan Hywet Co-Coordinator
Marjorie Strom, Stan Hywet Inner Circle

Message from the Director

Welcome to 2016! It is with great pride that I have assumed the helm of the Classic Car Club of America's Ohio Region. Many of you already know me and I look forward to meeting those of you who don't. You've already seen my words as editor of "Northern Lights," a job I enjoy a great deal, and I hope that I can do as good a job in the big chair. Dave Heinrichs left the club in excellent order and he will be my role model and mentor going forward (you'll note he has moved to the Assistant Director's position). With luck, we'll continue to grow the club, add events, and continue to make Ohio one of the very best places to be if you own a Full Classic.

You will also find some new names and titles in the masthead, including newly-elected board member Rich Fink, who immediately and enthusiastically volunteered to become the club's secretary. Rich is a veteran of car club operations, having served as secretary with the Buick Club, and we're grateful to have his knowledge and enthusiasm on our team. Andy Hussar has assumed management of Club Projects, which is primarily the shirts, hats, and other goodies that you can order (hint, hint) to benefit the club. Andy has been a valuable part of the board and his willingness to roll up his sleeves is very much appreciated. Finally, Melanie Harwood has shifted her focus from public relations and webmaster (tasks she'll continue to do with some assistance from Rich and Kat Fink) to being the Stan Hywet Father's Day Car Show coordinator and registrar. It's her show this year and we already have close to 100 cars registered, so make sure you register early, either online or by using the form in the back of this issue of *Northern Lights* or in the *High Beam*.

It's truly an honor to have been elected to this position by my friends and peers on the board, as well as to be a part of a club that I've enjoyed since I was a boy. You have my enthusiasm, my dedication, and my skills at your disposal, let's put them to work!

Matt Harwood
Director, ORCCCA

Event Calendar

- March 19** Technical Seminar, *Harwood Motors*
- April 30** Field trip to the Packard Museum in Warren, OH, *the Harwoods & Finks*
- May (TBD)** Spring Driving Tour, *the Rosenthals*
- May 20-21** Gilmore Car Museum 50th Anniversary, Hickory Corners, MI (see p. 30)
- June 19** 59th Annual Stan Hywet Father's Day Car Show, Akron, OH
- July 6-10** NE Ohio Scenic CARavan & Grand Classic, Salem, OH, *David Johnson* (see p. 33)



National Dues are \$70, payable to Classic Car Club of America, P.O. Box 346160, Chicago, IL 60634. Regional dues are \$25 single or \$30 including spouse. One must be a national member to be a regional member and all payments are managed by the CCCA National Headquarters in Chicago. Visit www.ClassicCarClub.org for more information or contact Norm Cangey, *Ohio Region Membership Chairman*.

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EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

First, apologies for the tardiness of the Fall 2015 issue of "Northern Lights." It was entirely my fault that it didn't get to the printer sooner, but I hope the excellent content makes up for the slight delay. I expect that the Winter 2016 issue that you're holding in your hands has arrived in a more timely fashion.

In January, Melanie and I attended the CCCA Annual Meeting in Novi, Michigan (you can see coverage of that event starting on page 10) and one of the big topics while we were there was encouraging more participation within the club. While much of the discussion was how to get folks into their Classics and out of the garage, it's equally important to participate in *everything* the club has to offer, including here, in the pages of "Northern Lights." Everyone in this club has something to contribute and it's all welcome on these pages.

I was especially impressed by the Michigan Region's publication "Torque," which was chock full of technical information, articles, and historical pieces that made for a very well-rounded publication. For example, in just one issue there were the usual event articles, two feature cars, plus a member writing a multi-part article on the Fleetwood Body Company. Yet another member wrote about the concept of "design" during the Classic Era as seen through the eyes of a contemporary automotive designer. These are the kind of contributions that transform a club's publication from glorified newsletter to bona-fide magazine that people want to read, and it makes a genuine difference in the morale within the club and the club's stature with the general public. The CCCA is a pinnacle organization, our publications should reflect that.

ORCCCA's sole rule right now is that if someone hosts an event, they're expected to write it up, and that's a good rule. Don't worry if you're not a writer, I will happily work with your words to make sure that it looks and sounds professional—don't let the tyranny of the



Don't let this be you when it comes to writing for your club's magazine—I can help!

blank page keep you from contributing! If you have some knowledge of something relevant to Classic cars, don't hesitate, put it on paper, regardless of whether it's design, architecture, technology, history, personalities, or how-to information, it most certainly belongs in these pages. Heck, you don't even need to actually write the article, just give me some bullet points and a theme to work with, and I'll build it from there and put your name on it. This is also a place where your knowledge will be archived for posterity. You're not merely creating entertainment today, but you'll be helping the club tomorrow as well.

My second concern—and the one that worries me most—is that I shouldn't be doing all of this myself. It isn't that I object to the work (I enjoy it quite a bit, actually) but rather that I have concerns that as editor,

director of the club, and author of a majority of the articles, there's only one voice being represented by the club's most visible publication. That's just not right, and while I work hard to keep everything even-handed, having some additional contributors here would certainly add balance. The Fall 2015 issue was a great example, with articles from several members joining my own.

Other regions simply assign tasks to members, including working on the publication, and I suppose that's one way to do it. I know Michigan has a team that puts their excellent magazine together, all under the supervision of the editor. They're not much larger than the Ohio Region, so surely a few of our members would like to try their hands at becoming published writers, photographers, and historians. It's easy, I promise—you have to do is try!

Happy Motoring!



FROM THE PASSENGER'S SEAT

Melanie Harwood, *Co-Editor*

It's hard to come up with any jobs in the club that Joan Virostek has not held.

Treasurer? Check!

Assistant Director? Check!

Director? Check!

Secretary? "No thanks," says Joan, "because I hate to write." According to Joan, she did everything she could to avoid this job, but of course filled in when the need arose.

The work for which Joan is probably most well-known is during the Father's Day Show at Stan Hywet Hall & Gardens, which celebrates its 59th year in 2016.



Joan presents the "Good Joe" award each year in honor of her husband, Joe Virostek

Over the years she has coordinated various aspects of the show that ORCCCA is responsible for and trained many volunteers. She can now be found with her band of dedicated helpers at the show car entrance greeting all of the drivers and handing out the packets as they arrive.

With whom do you spend most of your time as a passenger?

I spent many years as a passenger with my husband, Joe. Now I ride a lot with Bill and Chris Snyder when we go to events. They are always willing to give me a ride. Once we arrive though, Chris will quickly offer my services as a navigator to anyone who needs one. That has allowed me to be a passenger in many, many cars over the years. Front seats and back seats, passenger, navigator. The first time I was the navigator for someone other than my husband I was trying to read road maps but couldn't make them out clearly. When my driver realized this, his response was, "Oh great, my navigator is blind!"



If you ride in more than one car, which is your favorite and why?

I have been the passenger in so many cars over the years but my favorite had to be a 1937 Packard Twelve Dietrich Convertible Sedan. It was such a great touring car.

What is your most memorable story as a passenger?

Two stories in particular come to mind. The first one involves a blown-out tire while driving on a highway in Virginia. It was the front driver's side and we had to pull over on the highway. Somehow I was able to actually remember the emergency phone number so we could be rescued! Another memorable experience was during a torrential downpour while out in a car that had side curtains. There were several of us frantically trying to get those side curtains up before we got drenched. It was a hilarious situation that is one of my most memorable.

What do you like most about being a passenger with all the different drivers?

I have had lots of daytrips with so many different people. It is so great to meet so many different people and to ride with them. I really have enjoyed getting to know them and hearing their stories.

Joan has many stories to share from her time in the club and if you have the opportunity to chat with her she is happy to share them. She is sometimes hard to find at events as she's small in stature but her dedication to the club is astounding and truly appreciated.

Please feel free to contact me directly to participate in this part of the magazine. I'd love to hear from you. You can email me at Melanie@HarwoodMotors.com or call me at 440-840-7474 any time!

EVENT: WILD, WONDERFUL WEST VIRGINIA TOUR

TAKE ME HOME

Late summer is always the best time for touring beautiful country roads

By Jim Cowin
Photos by David Johnson



Full Classics at the Blennerhassett Museum

The adventure began on a Thursday, August 27, 2015 at 4 o'clock in the afternoon in the lobby of the historic Lafayette Hotel in Marietta, OH.

Our first stop was the Henderson Hall Plantation in Williamstown, WV. The current magnificent Italianate house has been in the Henderson family since 1859. Every receipt, down to the purchase of grass seed has been kept. The age of the farm implements and household operating items still in working condition just staggered the mind and the docents were outstanding. This estate began with George Washington recommending that his good



Beautiful cars, incredible scenery

friend, Alexander Henderson, should purchase 25,000 acres in western Virginia. This property hosted many of the luminaries of the American Revolution. We can't wait to go back.

Dinner was held in the "The Gun Room" of the Lafayette surrounded by antique guns and pictures of stern-wheelers and related memorabilia.

We left the next morning on the scenic route to Milton, WV, home of the Blenko Glass factory. Walter and Patty Blenko were our hosts. Walter gave us an up close and personal factory tour, where we freely engaged the glass workers in conversations about their craft. Patty Blenko put on an outstanding luncheon in the factory Design Room. We were literally

surrounded by beautiful things. I know our car was a little heavier as we drove away from the Blenko Glass Factory Outlet.

Charleston, WV was our next stop. We stayed two nights at the Embassy Suites and they provided outstanding parking for us. It was a perfect place for late evening tailgate parties. However, first we needed to get freshened up, for we were Bill Davis' guests that evening at the Edgewood Country Club. What an evening? Bill selected every treat. He and Walter Blenko shared with us their love of West Virginia and local history. Our club is fortunate to have such learned men to lead us. The evening ended with us all standing by the club's picture window gazing over the twinkling lights of City of Charleston and the magnificent golden domed Capital Building.

Saturday Morning we were off to the WV Heritage Center and tours of the State Capital Building. The Heritage Center is fully up to date and outstanding in every way. This is another place to which many said they would like to return.

After lunch, Bill Davis made it possible for us to visit the Craik Patton House, which is one of the oldest

houses in the City of Charleston. This home belonged to the family of General George Patton. We then made our way to Bill's garage. Bill is a master storyteller and there is a story to go with each car in his eclectic collection. I particularly enjoyed him sharing stories about his mother and father's cars. Bill's forte, of course, is Rolls Royce. We learned a lot in our visit to Charleston.

Classics, wonderful architecture, and of course, delightful people.

Who will forget Walter Blenko and Bill Davis sharing stories on Friday evening following our incredible dinner. It was truly a family moment. Thank you Classic Car Club of America and the Ohio Region! 🚗



Touring the West Virginia capitol building



Bill Davis entertains in his garage



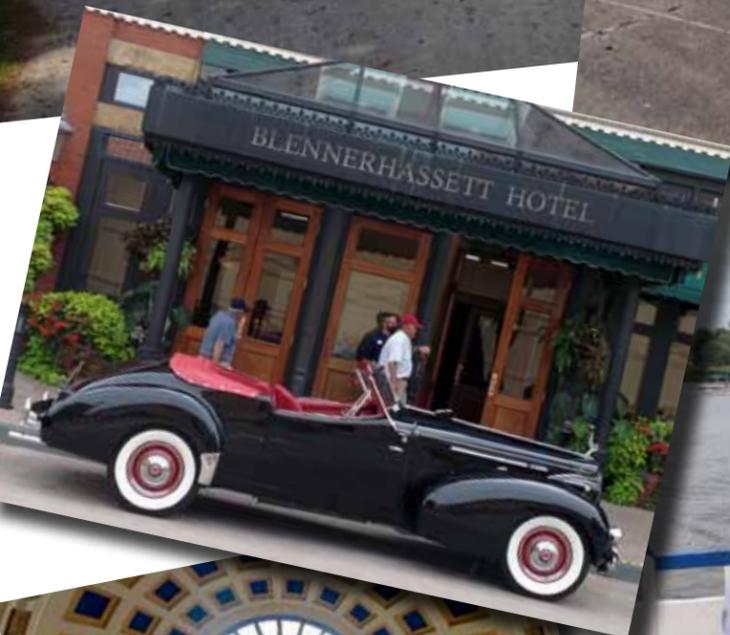
Island Belle stern-wheeler

Sunday morning we were making our way north to Blennerhassett Island, which is off Parkersburg, WV. The route was a little known national historic road along the river. The vistas coming around many of the bends were worth the entire trip. It was a beautiful sunny morning. We arrived in time to tour the museum and to watch a video on the reconstruction of the mansion. We then hurried to catch the boat to the Island. Many enjoyed the horse drawn tour of the island and we all appreciated the tour of the historic house and its recreated grounds.

It was a whirlwind weekend filled with beautiful



photos continue on page 8



EVENT: CCCA ANNUAL MEETING

MOTOWN MAGIC

Thank you, Michigan Region, for a most excellent Annual Meeting

By Matt & Melanie Harwood

Detroit is on a comeback. The Big Three (or Two, depending on how you count them) are hitting on all eight cylinders these days and there's high octane life in the Motor City once again. This year's CCCA Annual Meeting was held January 14-17, 2016 in Novi, Michigan, a suburb just outside of Detroit proper. With a trip to the NAIAS, the Packard Proving Grounds, two spectacular private collections, dinner at GM's Heritage Collection, and the most spectacular gathering of sixteen-cylinder motorcars ever assembled, well, this was definitely a weekend to remember.

The Novi Convention Center was an obvious choice for an event like this, especially one with a Grand Classic as part of the festivities. With outstanding hotel facilities, a banquet hall, and a giant display area for three times as many Classics as we had in attendance, the mechanics of the show were well-oiled. We were allowed to unload our trailer Thursday night and get the car situated for the Grand Classic on Saturday, then we hurried downtown for the North American International Auto Show (NAIAS) at Cobo Hall. For car enthusiasts, this is the pre-eminent auto show in the US, the show where all the domestic auto makers introduce their latest and greatest and pull out all the stops to showcase the very best hardware in



About half of the "Sweet Sixteen" vehicles on display

the industry.

Melanie and I were given a personal tour of the NAIAS by our friend Guy Zaniovich, a fellow collector car dealer who also works with Ford Motor Company and was partially responsible for the spectacular new \$50 million Ford display. It was beyond impressive, with a massive ribbon-like video display that was like nothing I've ever seen before. The highlight might have been seeing the new Ford GT supercar in the flesh (you



might recall that we saw a heavily camouflaged version last summer during our trip to the Ford Proving Grounds).

Admittedly, the NAIAS has downsized from its heyday a decade ago, but the industry is different and it's nice to see the domestic auto makers being leaner, meaner, and competitive on almost every level. The energy in the place was tangible—for a car guy, this was a trip to automotive Mecca.

As club director, I attended the Board of Directors' meeting, where outgoing national president David Johnson welcomed his replacement, Tom Jones from the Kentucky Region. Tom's got some big shoes to fill (literally and figuratively), but his dedication to the board and to the club are unwavering. We look forward to working with him in the next two years.

Following the board meetings, the Michigan Region



A glimpse of the extraordinary Stahl Collection

had a number of great events planned, so we boarded the tour bus and headed about an hour northwest of Detroit to the Packard Proving Grounds.

The Proving Grounds have a fascinating story to tell and it's a very good thing that a small band of dedicated Packard enthusiasts have worked so hard to preserve this vital piece of Packard history. Records were set here, V12 Packards were officially road-tested here prior to shipment, and all kinds of durability and performance studies have been conducted on these grounds. Today, it offers displays of vintage Packard engines, ranging from production car powerplants to diesels used in Korean-era minesweepers, and including *Miss America X*, a GarWood speedboat powered by FOUR supercharged Packard PT boat V12s making about 8000 horsepower. Yep, eight **thousand**. Look up the story online, it's definitely worth a read. You can also see a photo of *Miss America X* at the Packard Proving Grounds on page 3 of this issue.

Lunch at the Proving Grounds was enlightening, with Roger Luksik delivering a detailed presentation about the facility's past and future plans. Thanks to generous donors and enthusiastic caretakers, it looks like this piece of Packard history has a secure future.

Another bus ride and we arrived at the spectacular Ted Stahl Collection. Rarely open to visitors, it's home to not only a special collection of antique, brass, special interest, and, of course, Full Classic automobiles, but also a wonderful selection of vintage organs, music machines, and Wurlitzer juke boxes. Some of the more interesting machines on display included a Tucker, an ancient stage coach, a lovely Pierce-Arrow travel trailer, and Professor Fate's sinister 6-wheeled *Hannibal 8* driven by Jack Lemmon in the film "*The Great Race*" (it uses Corvair power, which you've probably always wondered about).

The Packard Proving Grounds

In the early days of automobile manufacturing, testing was done on public roads and in racing, hill climbing and cross-country endurance events. By the mid-1920s, safer and more scientific testing facilities were needed. The Packard Motor Car Company constructed a state-of-the-art facility to test and develop new vehicles. The track officially opened on June 14, 1928, and on that day a world speed record of 148 MPH was set for closed circuit courses.

The Grounds were designed by noted architect Albert Kahn, who also built the main plant in Detroit. This Cotswold-inspired building served as the residence for the site's manager, with a large garage in the rear and overnight accommodations for visiting engineers.

Today, the Packard Proving Grounds is currently being preserved by a volunteer organization, the Packard Motor Car Foundation. The Packard Proving Grounds is both a Michigan Historic Site and listed on the National Register of Historic Places preserving the history of automotive testing and the Arsenal of Democracy.

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The next stop was the legendary Terry Adderley collection, a museum-like exhibit with a clear focus on Full Classics of the 1930s. Cars of the Auburn-Cord-Duesenberg company are obviously favorites, but all of the great manufacturers of the era are represented. Each car includes a period photograph and a detailed history, both of the marque and the car itself, making it educational as well as a treat for the eyes. In the first building, pre-war cars were the theme, with domestic makes being the primary focus, although a trio of Bugattis and an Alfa-Romeo are showcased in a special



GM Heritage Collection is pretty amazing



David Johnson's freshly restored 1938 Cadillac Series 75 convertible coupe



Bill & Chris Snyder's 1932 Marmon Sixteen club sedan



Adderley's lovely and rare (1 of 1) 1932 Hupmobile coupe

area. I was particularly smitten by a handsome 1932 Hupmobile coupe that looked like a 3/4-scale Marmon Sixteen with beautiful cycle-style fenders designed by Raymond Loewy himself. A second building houses vintage race cars, wooden boats, brass automobiles, and post-war sports cars, including a quartet of Ferrari 365 GTBs, better known as the Daytona.

Dinner that evening, which also included an awards presentation, was at the General Motors Heritage Center, which is essentially GM's private car collection.



The museum-like atmosphere of the Adderley collection

Not open to the public, it showcases just about every important GM car ever built, dozens of show vehicles, engines, and other significant hardware from GM's long and varied history. The setting is stunning, with row after row of gleaming GM cars, ranging from early Cadillacs to the latest Corvette. If you have a favorite GM car, it is likely on display here.

Dinner was a prelude to the regional awards ceremony, with the Ohio Region taking home third place in the Steiner Grand Classic Award and second place in the Tarnopol CARavan Award. *Good job, Ohio Region!*



David Heinrichs' 1916 Winton Limousine was a big hit at the Michigan Grand Classic

Saturday was the Grand Classic, which featured sixteen-cylinder automobiles as its theme. In addition to the nineteen Cadillacs and Marmons on display, the Crawford Auto-Aviation Museum brought the 1932 Peerless V16 prototype, only the third marque to build a sixteen-cylinder automobile. Other display-only automobiles included a stunning 1934 Cadillac V16 convertible coupe by Fleetwood and the only



The Crawford Museum brought this one-off 1932 Peerless V16 built entirely of aluminum

one of its type built, a 1929 Duesenberg J Murphy convertible coupe, and an all-original 1932 Stutz DV32 club sedan. The Ohio Region was well-represented by Bill and Christine Snyder's two Marmon Sixteen sedans, David Johnson's freshly restored 1938 Cadillac Series 75 convertible coupe, David Heinrichs' 1916 Winton Limousine, Marsh Belden's 1932 Cadillac V16 limousine, and Harwood Motors' 1933 Auburn 8-105 Salon phaeton. Heinrichs' Winton, in particular, drew a crowd during judging, as it was one of the very first times an early Full Classic had been seen at a Grand Classic event. Congratulations to Dave Heinrichs for his first CCCA win!

The closing banquet included awards for the day's Grand Classic. Melanie and I had the rare pleasure of dining with Katie Robbins and Bill Davis, the club's matriarch and patriarch, respectively, and it was a genuine honor. A presentation in Katie's honor brought tears to many an eye and the kudos were well-deserved.

For Melanie and me, this was our second Annual Meeting, but given what a wonderful time we've had each time we attend, I think we'll make this a mandatory



21-foot-long 1934 Cadillac V16 convertible victoria



The show field

trip each year. Next year, the Annual Meeting will be in Reno, Nevada, so it'll be a great excuse to escape the winter weather for a few days. See you there! 🚗



PEOPLE have compared the restful steadiness of the Buick LIMITED to travel by parlor car, its lightness, smoothness and complete emancipation from road-shock, jars and jolts to travel by plane.

But even if there were a word in the English language meaning "parlor-car-that-flies," it still would tell only part of the story. There is

a very surprising ease of handling here, real swiftness on the road, and gasoline economy completely unheard of in cars of this size.

Even the price is part of the picture, for the LIMITED is a car for those who want the ample comfort of lots of room—at a price that represents solid investment rather than ostentatious extravagance.

"Buy Buick's Best!"



WALNUT MOULDING AND LEATHER TRIM ADD DISTINCTION TO THE SPACIOUS BODY



Naturally.... AMERICA'S MOST IMITATED MOTOR CAR

You'll find it worthwhile to study this page carefully, even if you have no present intention of buying a Sixty Special. For here is the motor car of the future.

Here is the styling that others will eventually copy. Here are the comfort, handling ease and luxury that will serve as models for the industry for years to come. You can count on that—because each Sixty Special has been America's most imitated motor car since the first appeared, and changed the course of motor car design.

This year, however, you can get its smart distinction and performance in any car—without the styling taints as the ultra-long front fender... the almost lion-like and the matchless combination of Cadillac-engineered Hydra-Matic Drive—now optional on all Cadillacs—with the most powerful Cadillac V-8 engine ever built.

But words and pictures can't tell the story. This car, above all others, must be seen to be appreciated. Why not visit your Cadillac dealer and view tomorrow's motor car?

Having different in length and design, the new front fender is, directly, one of the most advanced new styles ever introduced on the new Sixty Special.

Four years ago, the Sixty Special introduced the wide-screen windows, free-tilting seats, and broad seats on much wider bodies. Now is the next step in motor car design—the new ultra-streamlined Cadillac—introduced Sixty Special.

CADILLAC-FLEETWOOD *Sixty Special*

FEATURE: 1941 BUICK LIMITED VS 1941 CADILLAC 60 SPECIAL SIBLING RIVALRY

GM's Full Classic offerings in 1941 offer a great study in contrasts

By Matt Harwood



In today's homogenized world of shared platforms, global products, and badge engineering, sibling rivalry within a single manufacturer might seem a bit unusual. But in 1941, there was fierce competition even among GM's own divisions, which were almost encouraged to contest one another's market share. Most notably, Harlow Curtice and Buick set their sights on brands living above and below them, building a low-cost 40 Series to take a bite out of Oldsmobile and Pontiac sales, and the superlative 90 Series to nip at Cadillac's heels. Cadillac, seeing a similar opportunity, rolled out the Series 61, ostensibly to replace the defunct LaSalle, but aimed directly at Buick's mid-priced Roadmaster.

1941 was a high point for the domestic auto industry, almost as if everyone knew these would be the last cars Americans would be buying for a while. As a result, automakers seemed to go all-out on the design and engineering of their 1941 models. With this being the Classic Car Club of America, I decided to do a head-to-head comparison of two of GM's finest offerings in 1941: the **Buick 90 Limited** and the **Cadillac 60 Special**, both

of which are CCCA Full Classics. 1941 Cadillacs are the most popular tour cars in the CCCA for many good reasons: they're fast, powerful, comfortable, stylish, reliable, and still quite affordable. Melanie and I own a nice 1941 Cadillac 60 Special, the third 60 Special we've enjoyed, and I feel that it's a good representative of Cadillac's best efforts that year. We also happen to own a 1941 Buick 90 Limited, the only 1941 Buick that is a Full Classic and arguably the most attractive Art-Deco-era limousine ever built. Having both cars on hand seemed like a fine opportunity for a comparison test.

While they aren't quite equals in terms of size, they do match up rather well when compared on their other merits: they're both luxurious 4-door sedans, both were fully restyled for 1941 (including fender skirts), they offer similar performance, and today they're both worth about the same amount of cash.

Differences are equally interesting, as the Cadillac is powered by a flathead V8 and the Buick uses an overhead

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Rivalry (continued)

valve straight-8. The Cadillac has a 4-speed Hydra-Matic automatic transmission while the Buick uses a 3-speed manual. The Buick uses coil springs all around while the Cadillac rides on rear leaf springs.

It would be easy to assume that since they're both expensive GM sedans, they should be pretty much the same in every way that matters, right? Oh, how wrong you would be—*read on and find out why.*

1941 Buick 90 Limited

Harlow Curtice took Buick's helm in 1933 and immediately introduced the bargain-priced 1934 40 Series, catapulting Buick to #4 in sales that year. Two years later, they would claw their way up to #3, and Buick would hold one of those two positions for the next 20 years. The 90 Series Buicks were always impressive cars, but in 1936, Buick's troops marched on Cadillac territory and took no prisoners. Big power, big chassis, and big bodies were the name of the game, and with impeccable build quality, Buick offered lots of performance and luxury at a [relative] bargain price. In fact, they got so proficient at building XL-size luxury sedans that when Buick unveiled the all-new 1941 Limited, Cadillac management hastily grabbed the 139-inch wheelbase chassis and named it the Series 67, a model that was bigger and more luxurious—yet cheaper—than the top-of-the-line Series 75. Those must have been some very awkward conversations in Cadillac board rooms.

The Limited was state-of-the-art in 1941, an entirely new car featuring a massive X-frame rigid enough to serve as a railroad trestle. The formal bodywork was longer, lower, and sleeker, and with its forward-canted C- and D-pillars and standard fender skirts, it looked

like it was moving even when it was standing still. It was powered by the domestic auto industry's most powerful production engine: Buick's 320 cubic inch OHV straight-8, which made 165 horsepower thanks



The Limited's cavernous rear seat was compared to first-class train travel in period advertising

to "Compound Carburetion." Compound Carburetion was essentially two 2-barrel carburetors acting in series, much like a modern 4-barrel carburetor, with the secondaries coming online only under heavy loads. 90 Series interior appointments were of the finest materials and every state-of-the-art feature was available, ranging from a shortwave radio to an electrically-powered divider window in limousines. And yet it was priced about 30% below the Cadillac Series 75. You can bet the Cadillac boys were none too happy about all that. It appears that Cadillac's complaints were the primary reason Buick's Limited was retired after an abbreviated 1942 model

year and the "Limited" name would not reappear on a Buick until 1958.

Our feature 1941 Buick Limited is a model 90L 7-passenger limousine with divider window. When new, it was the most expensive Buick with a price tag of \$2465; it weighed 4760 pounds and a scant 605 were built. This one is equipped with almost every option and accessory available in 1941, including a spotlight, fog lights, a back-up lamp, windshield washers, and an AM radio with an unusual rear speaker, a feature I've never seen before in a pre-war car. Carlsbad Black is the car's original color and it is outfitted in customary limousine livery: black leather up front and lovely blue and tan wool broadcloth in back. A pair of jump seats fold into the bulkhead between the compartments, making it a true 7-passenger vehicle and with this much wheelbase, nobody feels slighted by the accommodations.

We purchased this car sight-unseen in Nevada and had it shipped home on a flatbed built for bulldozers. Its original job was as transportation for the headmistress of a girls' school in Pennsylvania before heading to California in the 1960s. In California, it was used as a rental vehicle for weddings until 2002, when it was sold to a retired Marine in Nevada. It has been restored as needed, with one paint job in the 1980s, the driver's compartment upholstery, instrument panel, and plastic pieces were restored in 2005, while the rear passenger compartment is beautifully preserved and largely original. The 320 cubic inch straight-8 was rebuilt about 5000 miles ago, with a new clutch installed at the same time. We have rebuilt the front suspension, repaired the gauges, and even made the power divider window function reliably. It is in ideal condition for CCCA CARavans, handsome enough to be admired but not so perfect that rain and road grime spoil the fun.

Approaching the Buick, you're immediately taken by how large it is—there's just no disguising a car sitting on a 139-inch wheelbase. In fact, at our first fuel stop, a fellow motorist gassing up his Honda whistled softly and said, "Wow, that's a big car!" Climbing behind the wheel is easy (the doors open almost 90 degrees), although due to the limousine's fixed bulkhead and divider window, there's very limited adjustment of the front seat. Drivers taller than my own 5'10" should probably choose one of the 6-passenger models with a conventional front seat.



Dashboards: Cadillac top, Buick bottom (auxiliary gauges under Buick's dashboard are not original)

The leather upholstery is comfortable and supportive thanks to the rather recent restoration and all the materials and patterns are quite correct. There is some argument that the dashboard should be woodgrained instead of black, but factory engineering documents indicate that the limousines didn't get the handsome dash treatment because it was for the chauffeur's eyes only. The large plastic steering wheel makes even this giant car easy to handle and it's nice to see that Buick treated the driver to the same wonderfully ornate engine-turned



Buick Limited offers jump seats to increase seating capacity to seven (note divider window)

instrument panels that the rest of the Buick lineup received. Controls are conventional for the early '40s, with a column-mounted shifter for the 3-speed manual transmission, three round gauge housings ahead of the driver with the speedometer in the center and auxiliary gauges flanking it. All of the secondary switches for lights, heater, defroster, and the cigarette lighter are stacked vertically on either side of the centrally-mounted radio speaker and there's a clock in

the glove box door. The Limited features a powerful ventilation system that uses multiple heater cores and a unique thermostatic control that's much like a modern

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1941 Buick Limited



1941 Cadillac 60 Special



1941 Buick Limited Limousine
Owners: The Harwood Family



1941 Cadillac 60 Special
Owners: The Harwood Family

Rivalry (continued)

car's, allowing the driver to modulate the *intensity* of the heat provided, not merely the speed of the air. The system is insanely complicated but it's also quite effective,

it's the sound of a big, powerful machine at work. The exhaust note is definitely eight cylinders, but it's quite different than any V8—muscular but a little more intense—and the Limited is equipped with an oversized muffler, so it's hushed at any speed. The shift pattern is



essentially keeping a space the size of a small bedroom nice and warm. If you've driven any car of the period, it doesn't take long to feel at home in the big Buick and you'll discover it feels far smaller from behind the wheel.

Perhaps the Buick's most unconventional feature is its starter, which is engaged by depressing the accelerator pedal all the way to the floor. It explains the familiar period saying, "Buicks always start with a roar," because if you're not quick to get off the pedal when it catches, it can be rather alarming. Buick drivers quickly learn to use the system and it makes the engine easy to fire, hot or cold. The Compound Carburetion system uses the front carburetor 90% of the time, so it's the only one with a choke mechanism and idle circuit, and even when it's cold, the engine idles smoothly at about 600 RPM. It has a pleasing mechanical sound, which is largely due to solid valve lifters (the Cadillac uses hydraulic lifters);

conventional "three on the three," clutch action is light, and with 4.20 gears in the rear axle, the burly straight-8 has no problems moving the massive body even at idle.

On the road there's no way to disguise the car's mass. It's big, it's heavy, and it takes up every inch of pavement you can give it. However, it doesn't feel ponderous or clumsy and once it has a head of steam, it wafts along effortlessly with the straight-8 whispering almost inaudibly. Acceleration is reasonable and it easily keeps up with traffic on surface streets, so you never feel as though you're a rolling road block. Steering is not particularly communicative and it often seems as if you issue the command to turn and the helm responds a second later, but that's likely due to the tall bias-ply Firestones as much as the steering mechanism itself. Braking is modest by today's standards but effective in pre-war terms, with giant 14-inch cast iron drums at all



Both cars offer good trunk space for touring, with a slight advantage to the Cadillac (right). Spare tires eat a lot of space in both cars.



Buick's unique side-opening hood gives good access to the dual carb straight-8

four corners that are almost 20% larger than those fitted to lesser Buicks. If anything, the Limited does its best to hide its mass and mostly succeeds, but with the laws of physics being what they are, you just can't expect it to be as nimble as a smaller car.

The Limited cruises easily at highway speeds, feeling comfortable around 55 MPH. With those short-ish gears in back and 31-inch tall 7.50-16 tires, it turns roughly 2500 RPM and that's where it likes to stay. It'll do more without complaint, but it starts to sound busy. Under cruising conditions, it hums along on only the front carburetor, so fuel economy is merely bad instead of horrifying, but the amount of horsepower in reserve is impressive—when that second carburetor comes online there's a noticeable surge that you can really feel. The rounded shape offers little wind noise, and that which we do experience is likely due to that giant spotlight over on the driver's side. The ride, however, is superlative. That pavement-spanning wheelbase, the bump-smothering weight, and Buick's unique coil spring suspension with a torque tube all add up to a car that feels like it's floating over the pavement like a hovercraft. Really big bumps upset the front suspension a bit, with the driver feeling it through the steering column, but passengers in back will hardly notice. Indeed, this is the limousine's reason for existing and it's nice to see that it's a skilled professional practicing its craft.

1941 Cadillac 60 Special

The Cadillac 60 Special was a game-changer. When it was unveiled in 1938, it was almost completely unique on the American landscape, a car with no running boards, a low-profile roof line, and slender window frames, which Cadillac called "wide-vision" windows. The 1941 models

are perhaps the definitive example of the 60 Special design, with seven-foot-long front fenders that sweep back into the front doors and full fender skirts, both styling elements that designer Bill Mitchell envisioned when he first penned the car. It remains one of the very best looking 4-door sedans ever built and I think few enthusiasts will argue against it. The nomenclature would suggest that the 60 Series cars were the bottom-of-the-line Cadillacs, but that's not true, as the Series 61 was the price leader and remains the only 1941 Cadillac that is not a Full Classic. In fact, the 60 Special was probably the top-of-the-line for owner/drivers and could even be equipped with a divider window, with some 220 "Imperial" versions being built. One special open-front town car was also built for the New York Auto Show before being purchased by Hollywood director Cecil B. DeMille. No, there's absolutely nothing "entry level" about a 60 Special.

Under the skin, the 60 Special is the same as any other 1941 Cadillac save for the limousines. That means a 126-inch wheelbase, a 150 horsepower 346 cubic inch flathead V8, and a familiar "tombstone" grille up front that was shared across the line. For the first time, the headlights were merged into the front fenders and front



Cadillac's luxurious Fleetwood interior uses real walnut window trim

and rear turn signals were standard equipment. Built-in fog lamps were an available option, perhaps the first time they were treated as part of the car rather than an add-on, and even a sunroof was available (sources suggest 185 such cars were built). Styling cues such as the three-pane rear window were Cadillac trademarks and fender skirts were now standard equipment. Compared to most of its contemporaries, the sleek roof line and 'skirts made the 60 Special look especially long and low. 1941 Cadillacs are good at almost everything, which explains why so many have survived and why every CCCA event seems to have at least one of them in attendance.

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Rivalry (continued)

This 1941 Cadillac 60 Special originally cost \$2265, so you can see why Cadillac brass was so unhappy with Buick's Limited. It weighs 4230 pounds and a total of 4101 60 Specials were built in 1941, making it fairly rare in terms of overall production. This one includes the new-for-1941 Hydra-Matic 4-speed automatic transmission, an AM radio with power antenna, and a windshield washer system, all of which were optional extras.



Buick's hood ornament is highly stylized and streamlined, looking to the future

A friend discovered this car in a local body shop in the summer of 2015. Remarkably, this 60 Special appears to have once been owned by George E. Armington, Jr., in whose honor our own Armington Award is named. The body shop's owner acquired it in the early 1970s, painted it in 1996, and passed away in 2012, but his children were not interested in keeping it. As a result of all this, the paint remains excellent albeit 20 years old, with only minor "shelf wear" apparent. The body has never been off the frame and the interior is largely original, with two-tone gray and blue striped Bedford cord seat covers with gray wool broadcloth door panels. The walnut garnish moldings and woodgrained steel dashboard are original and a bit faded but the plastic pieces such as the steering wheel are remarkably good. The 346 cubic inch flathead V8 has never been opened and runs superbly, which is why Melanie and I bought the car—it starts instantly and idles so smoothly and quietly that you can scarcely discern that it's running. I've never driven a better-running Cadillac flathead than this, and we've had quite a few of them. The brakes are freshly rebuilt, the fuel system was cleaned after long-term storage at the body shop, and a few electrical gremlins were sorted out, including getting the gauges working properly.

The Cadillac is smaller than the Buick, but not by a lot and unless you've got the mammoth Buick sitting next to it, you will surely consider the 60 Special a very big car. However, its proportions hide that size quite well and it looks simply gorgeous from any angle; I am particularly fond of the rear three-quarter view that shows off the fender lines and the three-pane rear window. Designed for owner/drivers, getting behind the wheel is easy and there's a wide range of adjustment in the seat for just about anybody, plus plenty of headroom despite the low



Cadillac has a more traditional "flying lady" hood ornament that doubles as hood latch

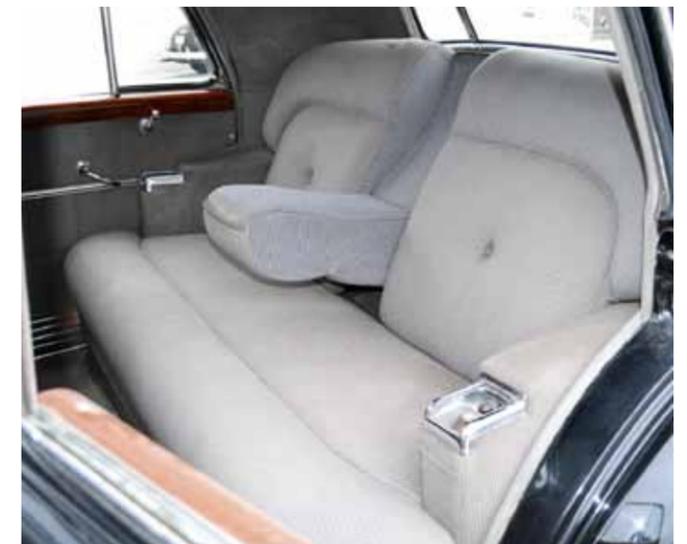
roof line. The seat is comfortable and the doors close with a wonderfully solid "KER-CHUNK" that's missing in the Buick. The woodgrained dash is faded and rubbed thin in spots, but I find the Cadillac's dashboard to be more attractive than the Buick's, surely a benefit of not having to share an instrument panel with a \$900 40 Series Special, as is the case with the Limited. The Cadillac is particularly lovely at night when the lighting seems to make the numbers glow from within. The steering wheel has a neat half horn ring and the column shifter for the Hydra-Matic is as familiar as any automatic transmission of the past 50 years. Control layout is a bit more random than the Buick's, with knobs on the lower half of the dash for the headlights and throttle, and the heater/defroster controls hanging underneath as if they were an afterthought. The AM radio's controls are up high, compared to the Buick's down low, but neither is especially inconvenient. The dashboard is symmetrical, with a large clock in front of the passenger in the same position as the speedometer on the driver's side, and that's a pleasing look. The rear seat is comfortable for two and will fit three in a pinch, but the sofa-like armrests cut into the door openings, making climbing in back a bit awkward; you can practically walk into the Buick.

Starting is easy: turn the key, press the button. This one is well-tuned and springs to life without any fussing, although it does have a hand throttle, just in case. The engine idles with a muscular V8 burble that's quite different from the Buick. The Cadillac feels bubbly and bouncy where the Buick is more mechanical and hard-edged, although neither is unpleasant. Using the same 2-barrel Stromberg Aerotype carburetor as the Buick's primary unit, this Cadillac idles easily hot or cold, although it stays at high RPM a bit longer than the Buick during warm-up. Put your foot firmly on the brake and drop the Hydra-Matic into High range, and you're ready to go, although be warned if you need Reverse: always put it into High or Low range first, wait for it to "take a set," then drop it into Reverse. If you try to go directly from Neutral to Reverse, you'll generate a spectacular clashing, grinding, screaming sound from somewhere in the bowels of the car. It's not a flaw (it's clearly described in the manual), although later Hydra-Matics were redesigned to eliminate this particular issue. Still, for a primitive machine to work so well, this is an easy vice to forgive.

No question about it, the Cadillac is faster, but that shouldn't be a surprise. It's more than 500 pounds lighter than the Buick and the Hydra-Matic enjoys the benefits of both a lower first gear and the torque multiplication of the fluid coupling (also known as a torque converter). It really steps off smartly, making the most of the 346 cubic inch V8's 283 pounds of torque. The 1-2 shift is firm and you feel it, but it's a reassuring kind of firmness that says the transmission is trying to minimize wear and tear as it goes about its business. It's in third for only a second or two, then it drops into high at about 20 MPH. It accelerates easily with traffic, needing nothing more from the driver than a fingertip guiding the wheel. Imagine the impact such technology must have made on



Reliable and smooth, Cadillac's flathead V8 and Hydra-Matic powered tanks during WWII



Cadillac's cozy back seat is ideal for two

the motoring public in 1941!

The ride is soft, but not quite as pavement-conquering as the Limited. Steering is precise, perhaps more so than the Buick but that might just be a function of tire size. The lighter 60 Special certainly changes direction far more readily than the big limousine (no surprise there). The brakes are strong enough, but here the Buick seems to shine, because despite its added mass, it feels more confident when you really need to stop in a hurry.

That said, the 60 Special's greatest virtue is its high-speed cruising. Because of the aforementioned low first gear and torque converter, Hydra-Matic Cadillacs received 3.36 rear gears, which make sustained 60-65 MPH cruising effortless. The transmission is a 4-speed unit and top gear is still a 1:1 direct drive, but few other cars in 1941 offered such towering rear gears and that makes all the difference. Manual transmission Cadillacs used 3.90 gears, and the level of engine noise between them is quite noticeable at highway speeds. At 65 MPH, the automatic 60 Special just loafs along with the engine a distant hum you feel more than hear. Wind noise is about the same as the Buick, likely due to the same flat windshields and same types of weather-stripping, but it's by no means noisy inside, making it a fantastic high-speed tour car. There's plenty of power in reserve for passing and it'll drop down a gear if you really prod it. Hills, traffic, country roads, highways, whatever; the Cadillac just never puts a foot wrong. My personal experience with a similar 60 Special says that it will happily cruise with modern highway traffic indefinitely—I drove my last 1941 60 Special to Canada to court my bride, a round-trip of more than 1000 miles, all at 60 MPH or better. 16 MPG on the highway ain't too shabby, either!

The Verdict

There's no loser here. These are both wonderful cars. Though both are high-end General Motors 4-door sedans that cost about the same (then and now), their personalities are markedly different. The Buick offers well-appointed luxury and comfort for anyone riding in the back seat, and that's where the engineers' efforts were clearly focused. The Cadillac is more of a driver's car, and with the bulletproof V8 and speedy Hydra-Matic drivetrain, it's as easy to handle as your modern daily driver. The Cadillac is faster in all circumstances, but I bet that's only because it's lighter—the Buick is noticeably more powerful. Both cars offer sumptuous interiors, but the rear compartment of the Buick is simply other-worldly, the kind of luxury that you can see and feel in every surface and texture. It's beautifully crafted and the space is going to spoil you forever if you spend too much time back there. If you're taller than I am, then the 60 Special is probably a better choice because you'll have no problems getting comfortable behind the wheel. But

if you look hard enough, you should be able to find a Limited Model 91 6-passenger sedan without a divider window or jump seats—they built more than twice as many Model 91 "Sixters" as 90L limousines. That's a very worthy alternative that includes all the luxury of the limousine without the cramped front seat.

In terms of collectability, I think the Buick has an edge. You will likely see at least one 1941 60 Special at every single CCCA event you attend, something that can't be said for the ultra-rare Limited. On the other hand, a tour-ready 60 Special will always be in demand, so values remain consistent while Limited prices vary wildly. Parts availability for each car is quite good and mechanically these machines are robust, although many unique trim parts for the Limited's interior are all but impossible to find.

Regardless of which one you prefer, you should be able to find a nice example of either car that's ready to use for between \$30,000 and \$40,000, making them very affordable Full Classics. For that price you're also getting some of the most roadable, comfortable, and reliable vehicles on the CCCA Roster, and cars with some limited production cachet as well. 🚗

SPECIFICATIONS



Year:	1941	1941
Make:	Buick	Cadillac
Model:	90L 7-Passenger Limousine	6019S "60 Special" Sedan
Original Price:	\$2465	\$2265
Engine:	320 cubic inch OHV straight-8	346 cubic inch L-head V8
Horsepower:	165 @ 3800 RPM	150 @ 3400 RPM
Torque:	278 lb-ft @ 2200 RPM	283 lb-ft @ 1700 RPM
Transmission:	3-speed manual, column shift	4-speed automatic, Hydra-Matic
Gear Ratio:	4.20:1	3.36:1
Wheelbase:	139 inches	126 inches
Curb Weight:	4760 pounds	4230 pounds
Brakes:	Hydraulic 14-inch drum	Hydraulic 12-inch drum
Wheels:	16-inch steel wheels	15-inch steel wheels
Tires:	7.50-16 Firestone whitewall	7.00-15 BFGoodrich whitewall

Harlow H. Curtice Buick's Patron Saint



Harlow H. "Red" Curtice is one of those names that will forever be associated with Buick, and for good reason. He started with GM's AC Spark Plug division in 1915 at the age of 20 and by the time he was 34, he was running the company. At the age of 38, he became president of the Buick Division, the youngest division president in history, and in 1952, was named president of General Motors, a position he held until he retired in 1958.

Ever the optimist, Curtice joined the AC Spark Plug Company as a bookkeeper, but within a year, was promoted to comptroller, the youngest such executive in the entire industry. During his tenure, he diversified AC's range of products and as a result, AC was one of the few companies that actually *increased* employment during the Great Depression. He studied not only the numbers on the books but also looked at how the factory worked, how materials were handled, and the interactions between departments, finding new ways to innovate and promote efficiency.

It is likely because of all this that GM management selected Curtice to head the faltering Buick Division, which, in 1933, had its worst production year ever: just 40,621 units. He moved quickly to right the sinking ship by focusing on quality and—*like in his days at AC*—diversity, by introducing the low-cost Buick Series 40. His enthusiasm rejuvenated Buick almost overnight, doubling production and rocketing the division into fourth place for 1934. A series of all-new Buicks debuted in 1936, offering new engines, independent front suspensions, hydraulic brakes, "turret top" steel bodies, and almost every other state-of-the-art piece of technology available. In 1941, Buick set another record by building 377,428 cars, outselling all but Ford and Chevrolet.

When America entered World War II, Curtice offered Buick's facilities to William S. "Bunkie" Knudsen, who had left GM to become the director of the National Defense Advisory Committee and coordinator of America's defense program. Curtice ordered every one of Buick's plants to be converted to wartime production, undertaking more than 30 different war jobs, ranging from manufacturing Pratt & Whitney aircraft engines (ultimately building 74,797 engines, enough for 18,699 Liberator bombers!) to development and production of the M-18 Hellcat tank destroyer.

In the post-war period, Curtice was instrumental in the development of Buick's Dynaflo automatic transmission, which was introduced in 1947, right before Curtice was promoted to executive vice president of General Motors. In that position, his duties ranged widely and included distribution, engineering, manufacturing, personnel, and even public relations. In 1952, GM President Charles E. Wilson was appointed Secretary of Defense and so, on February 2, 1953, Curtice became president of General Motors.

Under Curtice's leadership, GM saw unprecedented innovation and growth, led by the travelling Motorama shows and futuristic "dream cars." He also revived Charles Kettering's Parade of Progress and put the GM Futurliners back on the roads of America. By the time Curtice retired in 1958, General Motors was the biggest company in the world and held an astonishing 61% of the American automotive market.

Sadly, Curtice's sanguine personality was not enough to save him from personal tragedy. While on a hunting trip in 1959, he accidentally shot and killed his dear friend Harry Anderson, a retired GM vice president. Apparently overwhelmed by regret, he died of a heart attack less than two years later at the age of 69.

Harlow Curtice had a reputation for working harder than anyone who worked for him and his personal motto was "*Do it the hard way. Do it better than it needs to be done.*"

-Matt Harwood

EVENT: ORCCCA ANNUAL MEETING

REWARD & RECOGNITION

ORCCCA's annual wrap-up and awards ceremony

By Melanie Harwood

On Sunday, November 8, the Ohio Region of the Classic Car Club of America held its Annual Meeting. Similar to the monthly board meetings, there was some club business to be done, but its primary function was to recognize the contributions of club members and their cars. It was also at this meeting that we voted Matt Harwood into the Director's chair, succeeding Dave Heinrichs, who had completed his two terms at the helm. Lunch was at Papa Joe's in the valley near Stan Hywet Hall, a familiar place for ORCCCA members, and as always, the meal was excellent. Many thanks to Mike and Jane Dube for putting together the logistics, especially since everything ran so smoothly.

Dave Heinrichs was a bit under-the-weather, so Matt Harwood stepped into the leadership role sooner than expected, but the brief business part of the meeting ran smoothly with no surprises. Following that, Al Truelson acted as Master of Ceremonies for the awards presentation, the results of which are below:

Armington Trophy (given for the best Full Classic shown by a member at Stan Hywet): Carl Hummel, 1927 Packard 336 Roadster

W.W. Williams Achievement Trophy (given to the person who contributed the most to the club over the last year): Melanie Harwood

Good Joe Award – Joseph Virostek Memorial Trophy (given in recognition of a good deed or act of kindness toward another member): Bob Brown & Al Truelson

Good Joe Award, Part 2: Given by Melanie Harwood to Al and Diane Truelson for always being a tremendous help at events, especially with the Harwood boys.

Northern Lights Award (members choice of an article in the Northern Lights written by a regional member): Matt Harwood

Bayowski Trophy (Most improved Full Classic by a member): Dick Roddie, 1931 Cadillac V12 Roadster

ORCCCA Touring Trophy (most miles driven in the last year in a Full Classic): Bob Brown - 2421 miles

Board of Managers Trophy (most participation points accumulated in the last year): Dave Heinrichs

Members achieving a minimum of 100 participation points during the past year: Joan Kamper, Allan Truelson, Diane Truelson, Bob Brown, Diane Brown, Mike Dube, Gary Rosenthal, Norm Cangey, Bob Porter, Dave Heinrichs

Howard Davies Award – Past Director Award (given to the outgoing director in appreciation of their leadership during their term in office): Dave Heinrichs

Award for completing their three-year term on the Board of Managers: Bob Porter, George Strom, Joan Kamper, Norm Cangey



Joan Virostek and Jean Gentner



Dick Roddie receives the Bayowski Trophy



Bob Brown and Al Truelson receive the "Good Joe" Award from Joan Virostek



Excellent turn out for the meeting and awards



Melanie Harwood presents the second "Good Joe" Award to Al and Diane Truelson



Matt Harwood receives the Northern Lights Award



Thanks to everyone who participated, both in the meeting and in ORCCCA events throughout the year. This is the kind of strong participation that continues to make Ohio one of the very best places to be if you love Classic cars! 🚗

EVENT: ORCCCA HOLIDAY PARTY
HOLIDAY CHEER

ORCCCA is full of glad tidings at the final event of 2015

By Winton P. White

On Sunday, December 13, ORCCCA held its annual holiday party. Traditionally a time to reflect on the previous year and look towards the upcoming driving season, this year was special simply because the weather was warm and dry. As a result, there were a number of Full Classics in the parking lot, including Dave Heinrichs' 1916 Cadillac, Jim Keller's 1940 Packard 160 convertible coupe, and Al Truelson's 1946 Cadillac 60 Special. This year we also relocated to a new venue, Bucci's J Bella in Strongsville, Ohio. With more than 50 members attending, there was a festive atmosphere in the air and the buffet was excellent in every way. For fun, there was also holiday party Bingo!



that encouraged everyone to work together. Many thanks to Dave and Dawn Heinrichs for making the arrangements! 🚗



More than 50 ORCCCA members joined the festivities



Incoming ORCCCA Director Matt Harwood addresses guests



Andy & Emily Hussar, Jim Keller



Margus & Vicki Sweigard



Rich & Kat Fink



Al & Diane Truelson



Riley, Matt, & Cody Harwood



Curly, Larry, & Moe

NEW THIS YEAR: THE DONALD GILMORE CLASSIC CAR SHOW

WHEN: May 21, 2016 @ 9:00 am – 4:00 pm
WHERE: Gilmore Car Museum
6865 W Hickory Rd
Hickory Corners, MI 49060
USA



CELEBRATING THE FIRST 50 YEARS OF THE AUTOMOBILE!

New to the 2016 line up is "The Donald Gilmore Classic," a special show featuring Pre-War Vehicles, 1896-1942, just like the cars Donald Gilmore was known for

collecting. This new show will be part of a year-long celebration commemorating the Gilmore Car Museum's 50th Anniversary.

Pre-registration for show cars and vendors will be available beginning February 5th and will end on May 13th. Only original stock vehicles will be eligible to participate, no modified or hot rod style vehicles please. Cars must be on the show field for judging by 10:00am, an award and presentation ceremony will be held at 3:00pm.

Special awards will be given for Oldest Car, Furthest Driven, and Best Dressed (best period costume worn by a vehicle's owner) will be given, plus two very special awards – the Genevieve Gilmore Preservation Award and the Donald & Genevieve Gilmore Award (Best of Show) – will be presented.

Activities will also take place throughout the day, including start up demos featuring Steam Cars and Model Ts, plus a "Parade through the Decades" will featured each decade represented on the show field.

Admission Rates:

Show Car Admission: \$10.00/car
Vendor Admission: \$20.00/space
Spectator Admission: \$12.00/person

Please note: Gilmore Car Museum memberships are not valid for show car admission

Gates for Show Vehicles and Vendors will open at 8:00am for set up —
Spectator Gates open at 9:00am.

Join us Sunday June 19, 2015 for the 59th Annual Father's Day Car Show

At Stan Hywet Hall & Gardens

714 North Portage Path, Akron, Ohio 44303

Co-sponsored by the Ohio Region Classic Car Club of America

This show is for pre-registered vehicles only. This is not an invitational show. If you have a nice car, please enter!
*Gates Open 9:00am *Show Field Closes to Entrants 11:00am *Judging Begins 11:30am *Awards 4:00pm
Due to safety considerations and a mandate from Stan Hywet, all vehicles are to remain on the show field until after the award presentation.
Stan Hywet Hall & Gardens reserves the right to cancel or postpone the show due to unsuitable field conditions or other public safety issues.

Show car registration of \$24.00 includes two adult admissions. Entries are non-refundable. This show sells out!
Additional passengers must pay at gate: \$14.00 Non Member Adult * \$11.00 Member Adult * \$6.00 Non Member Youth (5-17) * \$5.00 Member Youth (5-17) * 5 & under are free!

Please enjoy the entire day and see everything, including the Inner Circle of Full Classics 1945-1948.

Your registration includes:

2 adult admissions to the Car Show

2 free Manor House self-guided tours (show day only) & access to the 8 historic gardens

Live entertainment in the courtyard

Plus, a host of additional experiences celebrating Stan Hywet's theme this year: Family-Sharing Our Stories

Playgarden, a 5,000 square foot experience for children

Conservatory, Garden Under Glass-Butterfly House, Beauty in Flight

Picturing the Past, a historic photograph perspective featured throughout the estate

VEHICLE CLASS DETAILS All entries must be received by June 1, 2015. Any registrations received after June 1st will not be accepted.

Class 1 Full Classics 1915 – 1932

Class 2 Full Classics 1933 – 1939

Class 3 Full Classics 1940 – 1948

Class 4 Century cars 1916 and earlier

Class 5 Model T Fords

Class 6 Model A Fords

Class 7 Trucks, Commercial & Military through 1991

Class 8 Corvettes, 1953 – 1967

Class 9 Corvettes, 1968 - 1991

Class 10 Chevrolet 1946 - 1960

Class 11 Chevrolet 1961 – 1991

Class 12 Chevrolet Corvair

Class 13 Ford Thunderbird through 1991

Class 14 Ford Mustang through 1991

Class 15 Sports Cars through 1958

Class 16 Sports Cars 1959 – 1972

Class 17 Sports Cars 1973 – 1991

Class 18 Production 1916 – 1932

Class 19 Production 1933 – 1950

Class 20 Production 1951 – 1955

Class 21 Production 1956 – 1960

Class 22 Production 1961 - 1965

Class 23 Production 1966 - 1968

Class 24 Production 1969 - 1972

Class 25 Production 1973 – 1979

Class 26 Production 1980 – 1991

Class 27A Production Stock Muscle Cars 1964 - 1967

Class 27B Production Stock Muscle Cars 1968 - 1972

Class 28 Microcars through 1991

Class 29 Modern Collectibles 1991 through present**

Class 5F – Special Feature Family Vehicles through 1991*

*Class 5F is a special group of display-only vehicles showcasing the family vehicle over time. The theme for Stan Hywet Hall & Gardens in 2015 is Family: Sharing Our Stories. If you have an interesting family vehicle such as a station wagon or vintage camper that you are willing to display please register in Class 5F. There will be no judging in this class but it is sure to be a favorite!

**Class 29 is a display-only class of modern collectibles 1991 through present. All registrations for Class 29 must send a picture for consideration. Acceptance in Class 29 will be based on space availability and spectator appeal. No judging or trophies will be awarded in Class 29.

After review of all the entries to be judged per class, some redistribution of the classes may be necessary. This will be to better equalize the number for judging purposes. Only a limited number of vehicles in each class will be judged. Vehicles must be present at the awards ceremony to receive a trophy. Trophies are not mailed.

REGISTER NOW TO GUARANTEE YOURSELF A SPOT AT THE SHOW! REGISTRATION CLOSES JUNE 1ST

We are pleased to offer two ways to register for our show in 2016.

1. Register online and pay by credit card by going to www.orcca.com/register any time before June 1st.
2. Register through the mail by sending this form along with your payment by check.

→ → → **CONFIRMATION POSTCARDS WILL BE SENT OUT JUNE 1ST **DO NOT LOSE YOUR POSTCARD****
 This is admission for you and your car and is to be displayed on your windshield upon arrival.
VEHICLES ARRIVING WITHOUT THE CARD WILL BE ASKED TO PARK AND WAIT FOR ACCESS TO THE SHOW FIELD

Questions regarding registration? Email events@orcca.com or call 330-513-3268 to leave a message.
 We respond to emails daily and calls will be returned within 72 hours.



Area Map



Local Map

For judging results, send \$5 and a self-addressed, stamped envelope to ORCCA P.O. Box 616, Twinsburg OH 44087 before August 1st, 2016.

Registration Form

Please print legibly and complete the entire form. This form **MUST BE RECEIVED by June 1st**.

Name _____ Phone _____ Email _____
 Street Address _____
 City, State, Zip Code _____
 Car: Year _____ Make and Model _____ Class Number _____
 Car Insured By _____ Policy Number _____ License Plate Number _____

Note: Cars without fire extinguishers will be disqualified from judging. Do you wish to have your car judged: YES NO

ALL PARTICIPANTS MUST SIGN THIS AGREEMENT IN ORDER TO REGISTER THEIR VEHICLES:

I AGREE TO KEEP MY CAR ON THE SHOW FIELD UNTIL THE AWARDS CEREMONY IS COMPLETE. I ACKNOWLEDGE THAT I FORFEIT MY ELIGIBILITY TO PARTICIPATE IN FUTURE SHOWS IF MY CAR LEAVES PRIOR TO BEING RELEASED AT THE END OF THE SHOW.

INITIAL HERE TO CONFIRM THAT YOUR CAR IS NOT MODIFIED _____ Signed _____

Registration Fee is \$24 per car and includes 2 adult admissions.
 Please send separate form and check for each car you register.

Make Checks Payable to ORCCA
 and mail to arrive no later than June 1st to:
 ORCCA
 P.O. Box 616
 Twinsburg OH 44087

- _____ How judges wanted! Please check here if you would like to be a judge for the show. We will contact you directly with more details.
- _____ Check here if you would allow us to use your car for Youth Judging. We will contact you directly with more details.
- _____ Please check here to be included in our email list for future www.orcca.com newsletters about this show and other ORCCA events.

Scenic Back Country Roads, Historic Sites, Private Car Collections Extraordinaire!
July 6-10, 2016

Over the course of two days of CARavanning through the rolling back hills of scenic Columbiana County, Ohio and neighboring Mahoning and Stark counties, you will visit four (private) vintage auto and memorabilia collections and tour several historic sites, one of which is an astounding turn-of-the-20th-century mansion and country estate where the fourth generation of the McKeefrey-Usis family currently reside. All of our meals will be at private country clubs, except one dinner that will be served among the cars of a private car museum.

On the third day of this Classic Car excursion, we will host the Ohio Region Grand Classic at the Salem Golf Club. Participants need not have been on the Mini-CARavan to participate in the GC – *do one or the other or both!* Just make your intentions known in the sign up section. Lunch during the Grand Classic will be available at the Clubhouse any time during the day. Cocktails and an awards banquet will be at the Club later that night.

Hotel accommodations will be at the brand new Holiday Inn Express in Salem. There will be additional rooms available at the nearby Spread Eagle Tavern & Inn {first come, first serve – slightly more expensive accommodations}. All ages welcome – bring kids or grandchildren ~ all are welcome!

Hotel:	Holiday Inn Express 240 N. Cunningham Road Salem, OH 44460 PH: 330.408.9119 REF: "CCC" / \$119/Night Rooms held until 6/9/16	Coordinator:	Dave Johnson P. O. Box 73 Summitville, OH 43962 330.831.8698 (cell) djohnson@summitville.com
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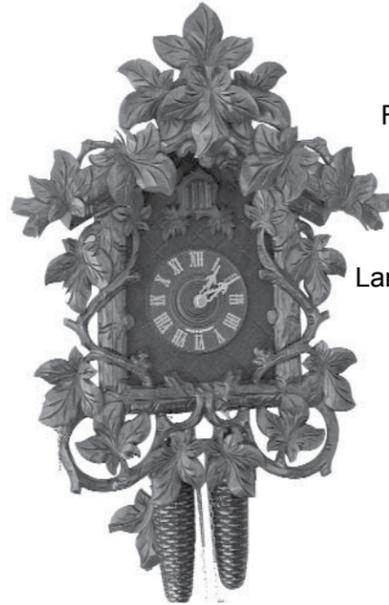
Visit www.ORCCA.com/Events for all the details and to get the registration forms!

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RESULTS



If you've been thinking about selling your Classic, but are overwhelmed by the number of options, we can help. Find out what your fellow club members already know: you've got a friend in the business.

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