

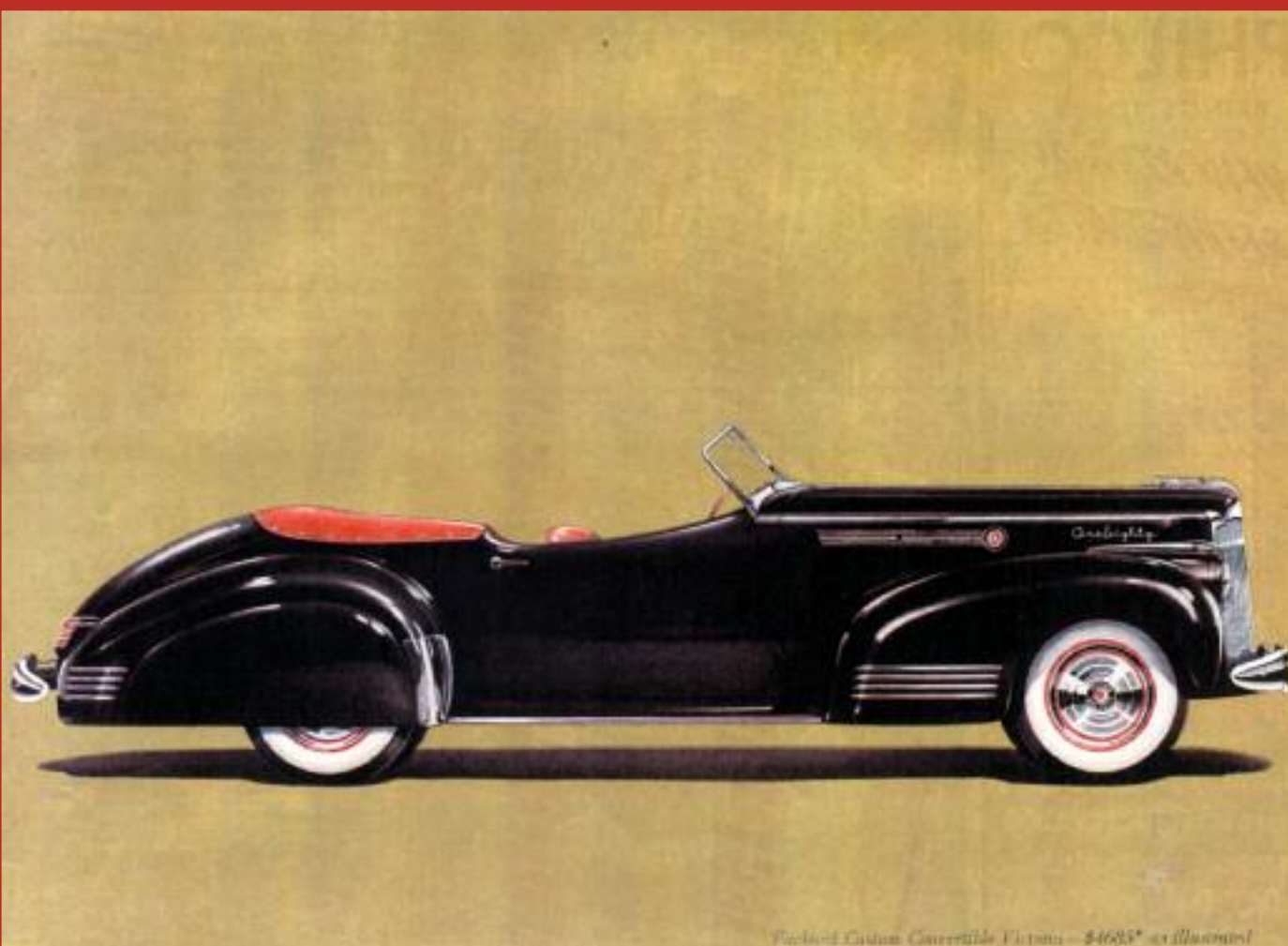
Northern Lights

Ohio Region
Classic Car Club of America



Volume 58-2

Summer 2012



Packard Custom Convertible Victoria - \$4685 as illustrated*

1941 Packard Custom Super 8 One-Eighty

Board of Managers, Ohio Region

DIRECTOR / HEAD JUDGE	Term Limit	PROJECT CHAIRMAN	
<i>Gary Rosenthal</i>	2013	<i>Matt Harwood</i>	2014
13569 County Line Road, Chagrin Falls, OH 44022 440-423-1718 (H); E-Mail: sunchoke@sbcglobal.net		1184 Ethel Ave., Lakewood, OH 44107 216-849-5263; E-Mail: mattharwood@sbcglobal.net	
SECRETARY	2013	STAN HYWET CO-COORDINATING COMMITTEE	
<i>Joe Platten</i>		<i>Margus Sweigard</i>	2013
1059 State Road, Hinkley, OH 44233 330-278-2790; E-Mail: J_Platten@yahoo.com		2800 Hemlock Drive, Willoughby, OH 44094 440-942-1647; E-Mail: margussweigard@gmail.com	
TREASURER / CLUB AWARDS CHAIRMAN		<i>Joan Virostek</i>	2013
<i>Al Truelson</i>	2014	5422 Hudson Drive, Hudson, OH 44236 330-653-8428	
3616 Erhart Road, Litchfield, OH 44253 216-299-0576; E-Mail: imturfgyal@aol.com		<i>David Heinrichs</i>	2013
EDITOR, "NORTHERN LIGHTS"		25716 Osborne Road, Columbia Station, OH 440-668-3763; E-Mail: HeinrichsVintageCarShop@gmail.com	
<i>Bob Porter</i>	2012	<i>George Strom</i>	2012
12540 Edgewater Drive, Lakewood, OH 44107 216-228-1169; E-Mail: TownandCountry@ameritech.net		646 Washington Avenue, Elyria, OH 44035 440-322-6608; E-Mail: GandMStrom@windstream.net	
EDITOR, "HIGH BEAM"		STAN HYWET "INNER CIRCLE"	
<i>Mike and Jane Dube</i>	2014	<i>Harry Wolk</i>	2013
3178 Robin Street, Ravenna, OH 44266 330-297-8792; E-Mail: shoveldog@aol.com		19655 Parklane Dr., Rocky River, OH 44107 440-331-4028; E-Mail: hwolk28packard@aol.com	
EQUIPMENT		MEMBERSHIP	
<i>Bob Brown</i>		<i>Norman Cangey</i>	2012
635 Eastwood Road, Hinckley, OH 44233 330-278-4318; E-Mail: Not listed		21355 Hillsdale Avenue, Fairview Park, OH 44126 440-333-8921; E-Mail: clockcangey61@att.net	
ALTERNATE		ADVISORY	
<i>Jim Battenhouse</i>	2014	<i>Nick Crea</i>	
24071 Elm Road, North Olmsted, OH 44070 440-777-0884; E-Mail: Not listed		14610 Westwood Drive, Novelty, OH 44072 440-338-1913; E-Mail: nickcrea@aol.com	
ALTERNATE		SUNSHINE	
<i>Eric Butler</i>	2014	<i>Joan Kamper</i>	2012
356 Pinewood, Bay Village, OH 44140 440-871-3332; E-Mail: ericdbutler@yahoo.com		9225 Lindbergh Blvd., Olmsted Falls, OH 44138 440-234-5659; E-Mail: joankamper@aol.com	
ALTERNATE			
<i>Carl Hummel</i>	2014		
16312 Chibiabos Trail, Doylestown, OH 44230 330-715-7591; E-Mail: carllhummel@yahoo.com			

WEB SITE: www.orccca.com

Photo contributors this issue:

Joan Virostek, Jane Dube, Bob Porter,
Bob Zimmerman

National Dues are \$60, payable CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Regional dues are \$25 single, or \$30 including spouse. Membership chairman can handle both local and national dues. One must be a national member to be a local member

The Northern Lights is the Official Publication of the Ohio Region Classic Car Club of America. It is published and mailed by Engler Printing, 808 W. State Street, Fremont, Ohio 43420. Editor is Bob Porter, 12540 Edgewater Drive, Lakewood, OH 44107, Phone: 216-228-1169, E-mail: townandcountry@ameritech.net

OHIO REGION TROPHIES

Rodway Trophy

Most improved Classic; must apply to head judge.

Bayowski Trophy

Most improved Classic by owner; must apply to head judge.

Armington Trophy

Board of Managers choice of member's Classic at the Stan Hywet meet.

Davies Trophy

Past Director

W.W. Williams Trophy

The person contributing the most to the betterment of the club.

The "Good Joe" Award

Joseph B. Virostek Memorial Trophy, an annual award to be given to an ORCCCA member in recognition of a good deed or act of kindness towards another club member.

Board of Managers Trophy

Most participation points.

Northern Lights Trophy

Members choice of an article in the Northern Lights written by a regional member.

Paige Palmer Award

For the 3 year or newer member contributing the most to the betterment of the Club.

Touring Trophy

Most miles driven in a Classic in a year.

COMING EVENTS

- August 5** White Elephant sale and picnic/
Sweigards, Willoughby
- Sept. 1** Oktoberfest/Kampers, Berea
- Sept. 14-16** Glenmoor Gathering, Canton
- Oct. 7** Clam Bake/Snyders/Truelsons, Hudson
- Nov. 4** Annual Meeting/Joe Platten/Stam Hywet
- Dec. 9** Holiday Party

FRONT COVER

"What Could It Be But A Packard?"

BACK COVER

Diane Truelson, Gary Rosenthal, and Al Truelson holding down the fort.

UPCOMING BOARD MEETINGS

August 6	Gary Rosenthal
September 10	Harry Wolk
October 1	Norm Cangey
November 6	Annual Meeting
December 3	Joan Kamper

Director's Corner

This sure is an exciting time of the year as we are getting our cars ready for all the coming events. Stan Hywet, of course, is almost here. As you all know, this is the 55th year that ORCCCA, together with the folks at Stan Hywet, put on this grand car show. This year will be spectacular with the Inner Circle, 400-plus cars and close to 10,000 spectators. We also have our tour to Dublin, Ohio where we will be featured in the premiere auto event of the Arthritis Foundation Auto Show. In addition please check your calendar for the many monthly events.

Try to drive your Classic to these events and enjoy all we have to offer. I am always available to hear any concerns or suggestions. Happy motoring!

Gary F Rosenthal,
Director, ORCCCA

THE ANNUAL CONCOURS D'ELEGANCE
GLENMOOR™
GATHERING
 OF SIGNIFICANT AUTOMOBILES

Another great field scheduled for the 2012 Glenmoor Gathering!



Another field of outstanding automobiles and motorcycles will be on display at the 18th annual Glenmoor Gathering on September 14-16.

Featured classes in 2012 include early supercharged automobiles, steam-powered automobiles, the Allard sports car, automobiles designed by Zagato and the legendary Tucker automobile. The motorcycle class will feature classic 1928-48 American motorcycles. There will also be a display of “mini” cars and a very unique class – “The Trans Atlantics” – automobiles with European and U.K. coachwork with American engines.

Leading the line-up of early supercharged cars will be a 1935 Duesenberg SJ—the legendary “Mormon Meteor,” which was raced on the Bonneville Salt Flats in the mid-1930’s and restored several years ago to its original configuration. The supercharged Duesenberg was based on a production car but was most definitely

built for speed. The body was designed by Herb Newport while the supercharged in-line eight cylinder engine was built by Augie Duesenberg. Legendary test driver David Abbott “Ab” Jenkins drove the car on the Bonneville Salt Flats, where it covered 3,523 miles in 24 hours at a record-setting average speed of 135.47 mph.

For additional information on this year’s Glenmoor Gathering, including the tentative weekend schedule and how to nominate a car, visit the web site at www.GlenmoorGathering.com or call (330) 966.3600.

What could it be but a Packard?

Whenever you see an unusual stir around a curb or driveway this year, it’s more than apt to be occasioned by the glamorous car above.

This car is, naturally, a Packard. When you see a car so head-and-shoulders above the field . . . so smart, so sophisticated, so patrician . . . it is hard to imagine it being anything *but* a Packard.

Owners tell us that wherever this distinguished Custom Packard parks or pauses, traffic is well-nigh disrupted by admirers.

And engineering ingenuity has made this Packard just as outstanding *mechanically* as it is in looks. Boasting one of the most powerful 8-cylinder motors in any American car, its ride is a revelation in cushioned luxury. And other delights greet you at every turn of your first trial trip.

Its Electromatic Drive, for example, is a revelation in simplified automatic driving. The clutch operates *itself* with uncanny skill, yet this is only *part* of the story. Electromatic Drive saves footwork . . . saves shifting . . . even saves gas, oil, and engine wear by letting the engine loaf. It’s 1941’s newest feature – and it makes driving a brand-new thrill!

Windows, in enclosed models of this superlative One-Eighty, glide open – or shut – at the touch of a button. And

available in *all* closed Packards, at extra cost, is a sensational new Packard “first” – *real, refrigerated* Air Conditioning!

The only thing that *isn’t* surprising, in this surprising car, is that its long, rakish bonnet wears the most famous, best-loved face in motoring.

. . .

This superlative Packard Custom Super 8 One-Eighty is only *one* of many super cars offered for 1941. We make no boast when we state that they represent the ultimate word in everything that a custom car should be. Packard has prepared a special brochure giving detailed information on these custom creations. It is yours for the asking.

**Delivered in Detroit, State taxes extra. Price also includes Electromatic Drive, installed at factory.*

ASK THE MAN WHO OWNS ONE

The Senior

PACKARD

One-Sixty . One-Eighty

- THE CLASS OF '41

April 1 - Theater & Lunch In Akron

Joan Virostek did it again! She arranged for tickets to Oscar Wilde's Classic play "The Importance of Being Ernest", held at Greystone Hall Theater in downtown Akron. Following the performance, we had lunch at the delightful Bricco's Restaurant nearby. Again, a nice turnout of members.



Joan Virostek, Bobby & Kathy Girardi, Gail & Jim Cowin



Jane & Mike Dube, Kathy & Harry Wolk, Carl & Georgia Hummel



George & Marilyn Toth, Joan & Rudi Kamper



Jenny & Steve Perry, Jane & Mike Dube, Kathy Wolk



Phil Masters, Bob & Donna Leibensperger, Dick & Nancy Pryce



"The Importance of Being Earnest" stage set

March 11 - Luncheon & Tour in Akron

Joan Virostek arranged for lunch at the popular Spaghetti Warehouse in Akron on Sunday, March 11. For those who have never been to one of their restaurants, the décor is as overwhelming as the food is good! The beautiful weather assured a nice turnout of cars, members, and guests. It was especially nice to see Colleen Loudermilk in attendance.

When finished, we drove the short distance to Bob Jones' garage to see and admire his collection. He favors early Fords, but an occasional postwar car creeps in, too! His collection contains over 50 vehicles, although not all were there. A modern classic on display was a 1956 Continental Mark II. Thanks to Bob for opening up the collection.



Spaghetti Warehouse



Jim & Gail Cowin, David Currie, Dave Miller, Gary & Marcia Rosenthal



Vicki & Margus Sweigard, Dave & Dawn Heinrichs, Diane & Al Truelson



left-Jane Dube, Kathy & Bobby Girardi, Mike Dube, Norm & June Cangey



Melinda Uschold, Joan Virostek, Colleen Loudermilk, Bob Porter, Phil Masters



Margus & Vicki Sweigard, Joan Virostek, Bob Jones



Tour in Akron . . . continued



30's Fords with a 1956 Continental Mark II



1958 Mercury (nc)



1935 Ford



Model T Depot Hack (nc)



1934 Ford (nc)



1932 Ford (nc)



30's Fords



30's Fords (nc)



HITLER'S CARS

by Edward Morehouse

Hitler's personal standard was fender mounted on the dictator's cars. Two types of eagles signified his leadership of both the Nazi Party and the German armed forces.

TRANSPORTATION FOR A DICTATOR

Adolf Hitler, according to historian Peter Hoffman, "almost never walked or used public transport." As absolute master of Nazi Germany and later considerable areas beyond, Hitler did not lack the means to traverse the length and breadth of his empire. Mobility – absolutely necessary for a politician or military leader – was provided in whatever form was needed and was usually the best the prodigious talents of German industry could produce.

Hitler liked cars and took considerable interest in them. He was a frequent attendee of German auto shows, worked directly with Dr. Ferdinand Porsche on development of the Volkswagen, directed building of the *autobahnen*, and initiated the overwhelming government support of Germany's international racing program of the 1930s. Whether Hitler actually ever learned to drive or held title to a car in his own name are matters of some dispute. Both, however, become somewhat moot points after January 30, 1933, the date of the "Seizure of Power." Both his cars and drivers would be provided by the National Socialist Government. As head of state, Hitler was always chauffeured.

One of the earliest noteworthy incidents involving Hitler and a car took place in November 1923 – the abortive government takeover attempt that has become known as the *Beer Hall Putsch*. Hitler either owned or had unlimited use of a red Banz touringer at this time.



Rare photo of Hitler in a Volkswagen cabriolet. As Hitler's aging appearance would indicate, this picture was probably taken late in the war. Rear seat passenger holding cane is Reichführer SS Heinrich Himmler. (Bill Dierckx collection)

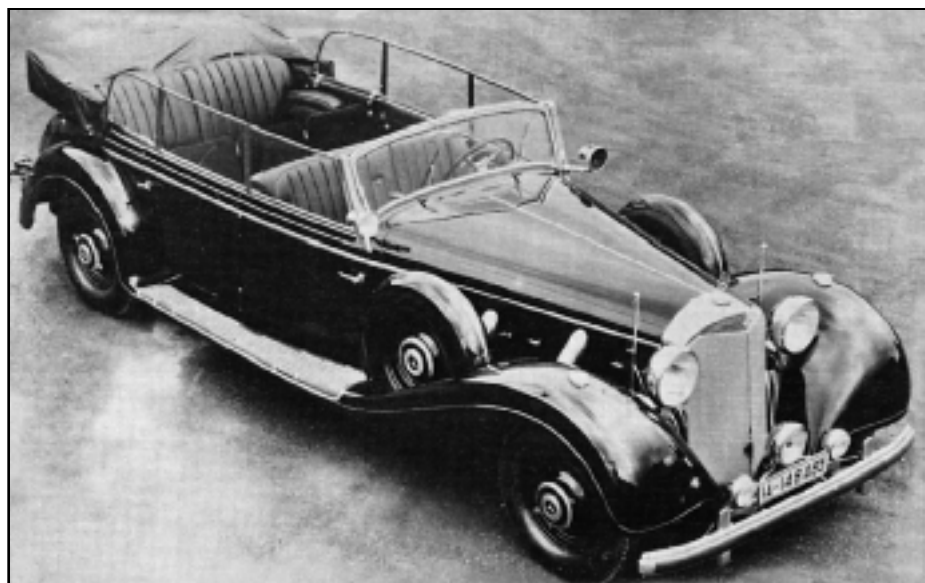
This car transported Hitler and his retinue of revolutionaries to the many political rallies and demonstrations taking place at that time. As history records, the *Putsch* failed, Hitler was arrested, and the Benz was confiscated by the Bavarian police. Hitler did not forget this car. Some ten years later, after coming to power by more legitimate means, he directed its repossession by the Nazi Party. Presumably the red Benz became a relic to be viewed by the faithful, along with the "Blood Flag" and other artifacts of the early struggle.

While he occasionally deigned to use other cars, the *Fuehrer* insisted the cars of his personal fleet be exclusively Mercedes-Benz. Legend has it that Hitler was riding in a Mercedes at the time of a severe auto crash. The Mercedes was hardly damaged while the other car was demolished. At any rate, according to Peter Hoffman in *Hitler's Personal Security*, some forty-four cars were ordered from Daimler-Benz AG between 1929 and 1942 for use by Hitler and his immediate entourage. All were the "largest, strongest" models available and all but four were the D or E cabriolets. The few pullman-limousines in the fleet were seldom used.

During the 1920s, Hitler's drivers were a group of bruisers who doubled as bodyguards, known collectively as the *Chauffeurnska*. Julius Schreck, a long time Hitler confidant, became his primary chauffeur and was rewarded for his faithful service with the rank and pay of *SS-Brigadefuehrer* (major general). Schreck died in May 1936, and was succeeded by *SS-Sturmhauffuehrer* (major) Erich Kempka. This young Bavarian served as primary chauffeur from June 1936 until the end in 1945. He got along well with Hitler and the other members of the "inner circle" (Eva Braun, *et al*). Kempka thus became an important witness to the day-to-day goings-on at the very pinnacle of the Third Reich, particularly Hitler's mysterious last days in the bunker.

It is quite likely Hitler began using armored touring cars in 1935. According to Daimler-Benz AG (DBAG) records, as reviewed by Hoffman, three armored S40K (W24) tonners were delivered to the Reich Chancellery at this time. The body panels on these cars were 4mm steel plate and the glass was 25mm thick. Tires containing twenty separate air chambers to negate the effect of individual bullets were also used. Hitler, who suffered from various gastro-intestinal ailments, did not like

December, 1984



Classic *Fuehrer* Parade wagen — Type 770K (W1501) Cabriolet E. License plate identifies this car as actually used by Hitler from 1939. Car is armor-plated with 40mm thick glass. (DBAG photo)



A 1939 "Grosser Mercedes" Pullman Limousine, also a 770K. A few of these were in the Reich Chancellery fleet, used on less majestic occasions. (DBAG photo)

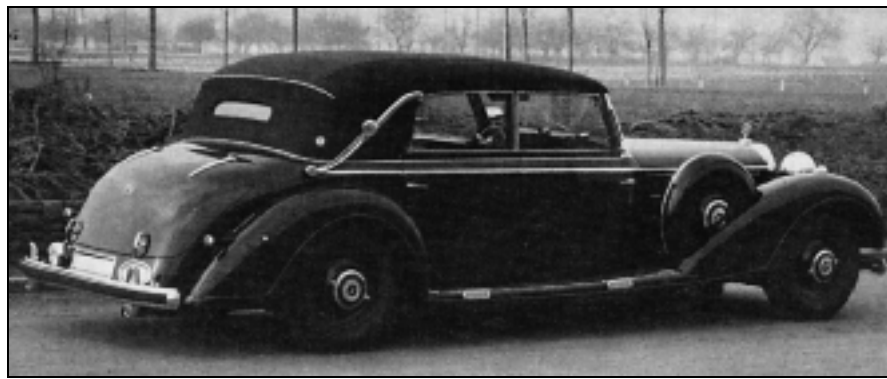


Type 770 Cabriolet F; Long hood and sweeping fenders exemplify period Teutonic style of this 7-8 seater. (DBAG photo)

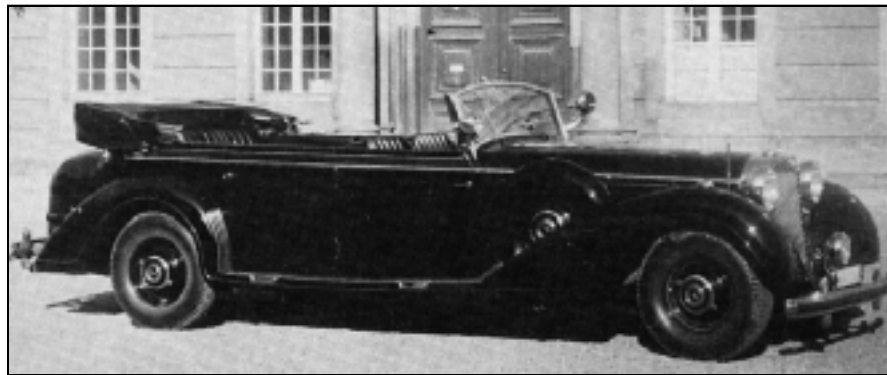
the rough ride caused by these tires and ordered them replaced with regular tires. In much the same respect, the protectiveness of the armor plate and thick glass was also defeated by Hitler's habit of standing tall in his open cars during parades and other public events.

The Hitler cars best remembered are

the *Grosser* (grand) Mercedes built by Daimler-Benz from 1930-42 in two separate series. Also known as the Type 770, *Grossers* were hand built in very limited numbers. The first series, produced from 1930-37 consisted of 117 cars while only 88 cars were produced in the second series which



The Type 770 Cabriolet D differs from the Cabriolet F in that it seats five, rather than eight, and lacks rear quarter windows. (DBAG photo)



Another 770 Cabriolet F—appearing to be either a Hitler or SS-FHR escort car. Radiator has diagonal slat stoneguard. Note red spotlight and unusual Duesenberg-type rear fender trim. (DBAG photo)

ran from 1938-42. As Graham Robson wrote in *The Magnificent Mercedes*, 770s were intended for "heads of state, dignitaries, and businessmen of whom Daimler-Benz approved."

Hitler seems to be most closely associated with the second series 770. However, the 770s had a number of other well known patrons. Kaiser Wilhelm II owned a grey 1930 model which is displayed today at the Daimler-Benz Museum in Stuttgart. Emperor Hirohito of Japan bought seven 770s and, according to Robson, "ran some of them until the mid-1960's." One of the Emperor's *Grossers* was retrieved by the D-B Museum in 1971 and sits alongside the Kaiser's car.¹

The 770, as with most Daimler-Benz cars, was a logical designation based on engine displacement. In this case, the engine was a 2.7-liter straight-eight with twin up-draft carburetors and a Roots-type supercharger. The supercharger was an optional item and cars so-equipped were designated 770K (*Kompressor*). The supercharger as used on Mercedes cars of this period gave the engine a huge boost in power and could be "clutched in" by the driver at will. The 770K, with supercharger engaged, had a top speed of

100mph—quite a feat when the usual 4.5-ton weight on these cars is considered. Factory horsepower ratings reflect this split performance personality—150/200bhp for the first series and 155/230bhp for the second series.

While the engine and transmission (other than the performance upgrade) showed little change throughout the production run, chassis and suspension components differed considerably between the first and second series. First series examples used a box section chassis with beam (solid) axles and semi-elliptic springs. Second series cars used a more modern steel tubing chassis frame and independent suspension all around. The front suspension was made up of coil springs and A arms, also known as "wishbones," and the rear consisted of the De Dion configuration. The second series cars appear less angular than the first series, or as Mercedes authority Frank W. King describes, "like king size 540Ks." The lines of the second series are more flowing—particularly those examples graced with the 540K type "flying fenders."

Cars built for Hitler's personal use were, of course, produced according to his own specifications and had a num-

ber of unique features. To compensate for his only average height (5'8"), a raised passenger seat and footrest were installed in the open tourers. The footrest also served as a platform on which Hitler stood to take the salute during parades. When not accompanied by another dignitary, Hitler usually rode in the front passenger seat. Ever mindful of security, Hitler—who carried two Walther pistols anyway—had a pistol holster (*pistoltasche*) built into the passenger door panel or under the dashboard of these cars. Hoffman mentions that at least several of the Reich Chancellery cars had a large spotlight installed at the rear. This item was for the express purpose of blinding drivers of pursuing cars which threatened the *Fuehrer's* motorcade. One small feature which seems consistent on a number of different Hitler cars is a spotlight on the driver's side with a red lens.

While 770K models made up most of Hitler's car fleet by the late 1930s, Frank W. King reported in "The Secret Mercedes," (*CAR COLLECTOR* April 1984), that two examples of the Type 600 V 12 were also delivered for the Reich Chancellor's use. According to King, these were a pullman limousine and an eight-passenger Cabriolet F. This is substantiated by Hoffman who wrote, "a number of variations and prototypes, such as a 6-liter, V-12, 167hp engine tourer were in Hitler's fleet of cars."

The 770Ks were huge cars, well befitting their *Grosser* designation. Overall length of a typical example with ceremonial catchwork was over twenty feet. Apparently on his own initiative, Chancelier Kempka ordered a 770K (W150II) saloon to be delivered in time for Hitler's fiftieth birthday on April 20, 1939. This particular car, according to Hoffman, was fully armored to include 40mm bullet proof glass and sidemounted spares "covered with steel armor plate as additional shields." This car weighed 10,525 pounds *empty*, got 6.6mpg (*imp.*), and used a quart of oil every 66 miles!

During the prewar years, Hitler was the central figure in increasingly lavish parades and rallies that often involved hundreds of thousands of participants. These legendary examples of pageantry were highly organized and very carefully staged events. Motorcades played an integral part, and the imposing appearance of the 770K did much to visibly demonstrate the might and power of the Third Reich. Hitler's security measures

at these events were elaborate and extensive and those applying to the motorcades are particularly interesting.

When Hitler planned to appear publicly, local SA, SS and police units would be called out to line his route through populated areas. Plainclothes detectives would work the crowd, alert for the first sign of suspicious activity. In usual parade formation, a pilot car would precede the *Fuehrer's* convoy by fifty meters to assure clearance of the road. Next would come Hitler's car, almost always driven by Kempka. To either side, and slightly following, would be two escort 770Ks, filled with black uniformed SS of the *Fuehrer Begleit-Kommando* (escort detachment), or SS-FBK. In most instances, a third SS car followed directly behind Hitler's car. Drivers of other cars in the motorcade would be instructed to follow this group by at least one hundred meters.

Due to the denseness of the crowds, and the mass hysteria Hitler would generate, it was often necessary for SS-FBK men to ride on the running boards of Hitler's car. Spectators would swarm onto the road and would have to be forcibly pushed back to allow passage of the convoy. Hoffman mentions instances of Hitler admirers actually being run over by the escort cars which could not swerve in time. While all efforts were made to clear the route in advance, drivers in the *Fuehrer* convoy were under strict orders — to the extent of risking their own lives — to run anything threatening the *Fuehrer* or attempting to block the motorcade. Thus repair bills were not an insignificant part of the SS FBK budget.

On September 1, 1939, Hitler convened the *Reichstag* and publicly transformed his role from politician and statesman to *Feldherr* — Master of the Battlefield. As a theatrical touch, he wore a new field-grey uniform, and proclaimed from the podium, "I am, from now on, just the first soldier of the German Reich. I have once more put on that coat that was most sacred and dear to me. I will not take it off again until victory is secured, or I will not survive the outcome." The prophecy inherent in those words could not have been perceived by the cheering *Reichstag* deputies and the furiously scribbling press representatives. Overhead the air fleets roared eastward and clanking *Wehrmacht* divisions smashed across the Polish plains.

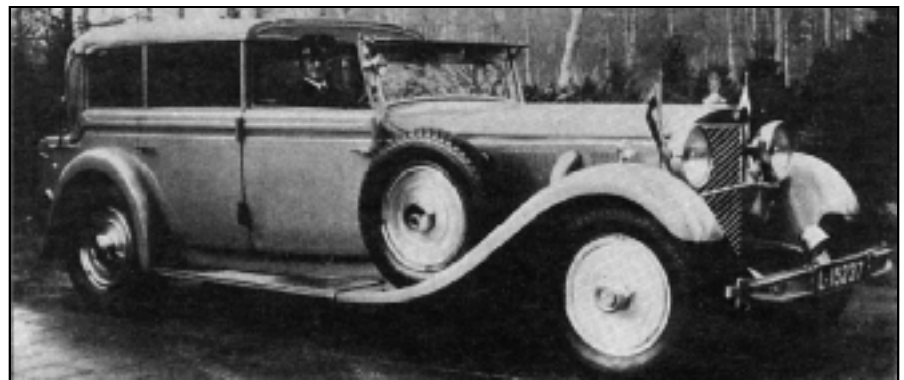
Wartime use of the *Fuehrer's* fleet of cars was quite a bit different than their

peacetime employment. As "the first soldier of the German Reich," Hitler spent considerable time at the front and, as has been written extensively elsewhere, took an increasingly personal role in directing the war. Hitler insisted that one of his personal cars and at least two escort cars be immediately available wherever he chose to be. This led to a somewhat peculiar practice of the cars being driven to headquarters locations while Hitler himself rode in his armored train, the "Amerika," or was flown in his special plane, accompanied by as many as fifty fighter escorts. In Russia, the distance between headquarters on this very wide front was often hundreds of miles. Still, the cars would be driven to these locations for use within a few mile radius, even though the army general staff cars would have certainly suited the purpose.

For these frontline trips and around the various GIQ (e.g. at "Wolf's Lair" in East Prussia), Hitler depended on the Mercedes-Benz G4 (W31) three-axle cars. While preserving to some extent the elegant lines of the 770K *parade wagens*, these cars were more ruggedly built and came equipped with all-terrain

tires for cross-country work. Photos show Hitler using a G4 bearing *Wehrmacht* license plates as early as March 1938 while traveling alongside army units during the occupation of Austria. During the grand parade in Vienna to celebrate Austria's "reunification" with the Reich, Hitler switched back to his 770K.

In March 1939, Hitler was on the move again — this time to accompany his troops in the unopposed occupation of Czechoslovakia. The three-axle Mercedes, equipped with tire chains and a quilted radiator cover, shows up prominently in newsreels and photographs of Hitler rolling into Prague. About seven months later, Hitler toured conquered Warsaw in the same car — now fitted with blackout covers on the headlights and driving lights. The wartime escort cars — also three axle models — underwent more ominous changes. MG-34 machine guns were mounted in the rear passenger compartment and the SS-FBK men themselves carried MP 38-40 machine pistols in addition to their normal sidearms. According to Hoffman's book, the commander of the FBK was slightly cross-eyed. This prompted Hitler to joke with



Shown to contrast the first and second series 770s is Kaiser Wilhelm II's 1930 cabriolet. Note that the car has right hand drive. Chauffeur Walter Lang is at wheel. (DBAG photo)



Hitler's military command car — the G4 (W31). Chrome was deleted on examples used near the front lines. (DBAG photo)

his valet, "Lings, I am glad Gesche does not sit behind me. He might shoot me in the back."

As indicated earlier, Daimler-Benz filled no further orders for the Reich Chancellery group after 1942. Maintenance of the existing fleet took on increased importance, particularly considering the day or night, rain or shine demands of the *Fuehrer*. This responsibility fell to now SS-Obersturmbannfuhrer (lieutenant-colonel) Erich Kempka. Kempka bore the lofty title of *Chef des Kraftfahrwesens beim Fuehrer und Reichskanzler* (chief of the *Fuehrer's* and Reich Chancellor's fleet of cars). Kempka's numerous duties included running two major garages (in Berlin and at the Obersalzberg complex), maintaining adequate petrol supplies, and handling all correspondence between the Chancellery and Daimler-Benz AG. Although nominally a member of the combat division *Liebstandarte SS Adolf Hitler* from which most, if not all, of the FRK were drawn, Kempka reported directly to Hitler's secretary, *Reichsterter* Martin Bormann, on matters concerning the cars.

Hitler's large scale public appearances diminished entirely after 1943. Races of the prewar Nuremberg type were now too dangerous as the Allies gained increasing control of the skies over Germany. In addition, most of the would-be participants were at the front or toiling away at war production work. Hitler's personal convoys were never humbled or strafed. This was due to a great extent to his unpredictable schedule. Sudden, often last minute, changes in departure times, dates, or the route to be taken put a considerable strain on his staff and the SS-FRK. Those closest to the *Fuehrer* were on call literally twenty-four hours a day.

As the Third Reich began to crumble, the flamboyance of the Nazis evaporated. Flags, insignia, and all the other arrogant trappings — including the grandly fitted cars — were becoming a liability. Attacks from the air and from increasingly bold partisans on the ground were making such display an unacceptable risk. Hitler realized this as well as the lowest *Landser* in a still-occupied territory, so he now used the car he had ordered built for his people personally — the humble Volkswagen — when inconspicuous transport was needed.

Indeed Volkswagens, particularly toward the end, played a key role in transporting the *Fuehrer*. They were used at Obersalzberg when it was desired not to attract the attention of

THE IMPERIAL PALACE "PARADEWAGEN"



This 1939 770K is currently on display as part of the Imperial Palace Auto Collection in Las Vegas, Nevada. Through Daimler-Benz AG, a former owner tracked down the original paperwork showing the car was ordered by, and titled to DER FUEHRER UND REICHSKANZLER. This is most unusual as other cars used by Hitler were titled to government agencies such as the Reich Chancellery, "Administration Obersalzberg," etc. The car was ordered on September 30, 1938, and delivered on July 27, 1939.

According to the Imperial Palace, this car is twenty feet long, seven feet wide, and weighs 11,960 pounds. The doors alone have armor plate over one inch thick and weigh 900 pounds each. All seven windows have 40mm bulletproof glass. The floor is mine-proof. The rear passenger compartment is protected by a lead shield. Originally the car was equipped with solid rubber bulletproof tires. Like other Hitler cars, this example has a raised passenger seat, the bottom portion of which folds back, and the raised parade platform. Under the dashboard on the passenger side is a pistol compartment. Also beneath the dashboard are the signatures of fifty-six Daimler-Benz factory employees who hand built the car.

Hitler took an unusual interest in this car and visited the factory during its production. To test the effectiveness of the armor plate, he reportedly borrowed chauffeur Erich Kempka's service pistol and fired two rounds into a rear quarter panel. The plate, of course, was undamaged.

Photos show this car in use on a number of state occasions. Its premier appearance, however, was the historic Berlin victory parade in July 1940, following the capitulation of France. In this event the 770's headlights, fog lights, and spot lights were fitted with matching blackout covers. Also, a small blackout driving light of the type used on front-line military vehicles was mounted on a bar between the headlights. Although the car was being used in broad daylight and in little danger of being shot at (in 1940 anyway), such seemingly trivial affects no doubt enhanced Hitler's image as *Feldherr* among his followers.

Hitler's many followers who frequented the area. On at least two occasions, Hitler was chauffeured to official functions in Volkswagens. On April 20, 1944, Hitler met the chiefs of his armed forces alongside a German *auto-bahn* to commemorate his fifty-fifth birthday. On March 15, 1945, he ventured from Berlin for the last time to exhort Ninth Army commanders on the rapidly approaching Eastern Front, a mere sixty miles away. Photographs of that event show him surrounded by cheering, bedraggled soldiers — a fact the Propaganda Ministry did not let go unnoticed. Hitler's visit to his troops did not last long, however. He was driven back to the Chancellery grounds the same day. According to Kempka, it was a morose journey. Hitler disappeared into his deeply buried bunker and rarely emerged above ground again for the remaining six weeks of his life. The *Kubelwagen* trip was Adolf Hitler's last automobile ride.

Much has been written about the Wagnerian end of the Third Reich. "Orgy of blood and fire," and other equally lurid phraseology create an aura of horror and morbid fascination. An aroused world sought vengeance, and destruction of Nazism's halls and hallowed grounds was nearly total. When the shooting stopped, these places where so many tragic events took shape were smoking heaps of rubble. One can scan photographs of these grey ruins, and occasionally the eye picks out a twisted pile of junk. Imagination quickly renders a former example of the finest in automobile craftsmanship, transporting the mighty.

Surprisingly, many of the 770Ks of Hitler's car fleet survived the war. Initially they were considered by liberating Allied troops as magnificent war souvenirs. That they were not destroyed out of hand (as were so many other Nazi artifacts) is a tribute to their maker's talents. Several war correspondents on the scene at the time described the immediate postwar fate of a number of these cars, and excerpts from their accounts make interesting reading.

In *The Bunker*, James P. O'Donnell interviewed Erich Kempka about the May 1, 1945 breakout attempt by the surviving members of Hitler's entourage from the encircling Russians. The flight out of Berlin began from the underground garage of the Reich Chancellery.

"The garage... had a very low ceiling. Here the electric light system

Continued on page 63

CAR COLLECTOR

Hitler's Cars

Continued from page 32

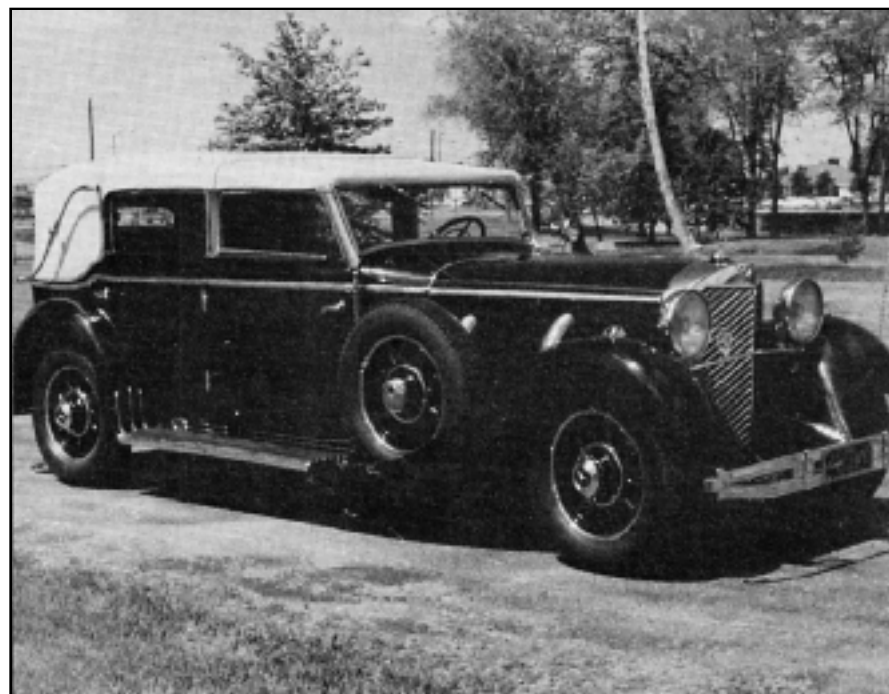
for some reason was no longer functioning. Fuming pitch torches cast a flickering, ghostly light on several bullet-proof, brightly lacquered, black government limousines. According to Chauffeur Kempka, he moved them here from his larger, main garage on the Hermann Goering Strasse. (Twenty-four hours later they would be requisitioned by the Super City Command.) On this night the vehicles had already been pushed aside to make a passageway for the gathering escapees."

The 770K (W150 II) saloon presented to Hitler on April 20, 1939 was — in all probability — the car given to Grossadmiral Karl Doenitz by der Fuehrer at some time during the war in

by this writer.

War correspondent Percy Knauth visited the ruined Obersalzberg complex in June 1945. The area had been given a thorough pounding by RAF bombers two months before. The road to the Berghof (Hitler's residence) was in such poor shape that it had to be traversed on foot. In *Germany in Defeat*, Knauth reported:

"Near the top of the climb we came to a little gatehouse built of logs, beside a gate of iron that when shut completely closed the road. Beside it, tumbled off the road, was one of the huge black Mercedes touring cars in which the Fuehrer's SS Berlin-Kommando bodyguards used to drive around."



This exceptionally fine 1930 Mercedes-Benz 770K (another first series car) with cabriolet coachwork by Karosserie Volk & Ruhrbeck (Berlin-Charlottenberg) was owned by the late King Farouk of Egypt and is currently on display at the Indianapolis Motor Speedway Hall of Fame Museum. (Photo courtesy of Speedway Museum Jack L. Martin, Director)

recognition of the former's meritorious service. Following cessation of hostilities, Doenitz reportedly used a "five-ton Mercedes" during his short tenure as Hitler's successor. Author Charles Whiting in *Finale at Flensburg* mentions "Doenitz's big, black Mercedes — it had once been Hitler's and had somehow or other found its way from Berlin to Flensburg. . . Doenitz was taken into custody as a prisoner of war by British troops on May 23, 1945. His car was no doubt impounded — most likely to be used by some British officer. Its present whereabouts are not known

Today, all of the surviving Reich Chancellery cars this side of the Iron Curtain are probably in public or private collections. Reaction to them when shown is certainly mixed and bizarre: stones about them abound. Of the dozen or so 770s in the United States, at least one is a genuine ex-Hitler car. Prior to its ground-up restoration in Atlanta several years ago, this car served for many years as a parade vehicle for a Tennessee VFW chapter! It is now prominently displayed in the Imperial Palace Collection in Las Vegas. According to the Atlanta former owner,

this car was delivered to Hitler in July 1939 and used in the Berlin victory parade following the surrender of France a year later. It was captured by Belgian freedom fighters at the end of the war and came into American hands by way of a trade for \$1,800 worth of cigarettes. During the 1950s, this writer recalls a purported Hitler car (one of the rare pullman-limousines, no less) making the circuit as a sideshow exhibit at state fairs. For a quarter, one got to view this black behemoth — in rather dingy condition — in an enclosed, dimly-lit tractor trailer. While not the student of old cars I am today, I still remember the very thick glass of the side windows and a red-lensed spotlight on the driver's side. Perhaps it was genuine after all. Who would know where this car is today?

As one would expect, these cars now change hands infrequently and almost always at very high prices. As inanimate accomplices to an era of violent historical change, the survivors of Hitler's car fleet may now serve some good as reminders of lessons to be learned from the past.

FOOTNOTES:

¹Although Hitler was legitimately appointed as Chancellor on January 30, 1933, the Nazis commemorated this date as the successful conclusion of their revolution.

²No Hitler car has been so favored. This set year alone indicates there is an excellent example of a 1939 Type 770K convertible sedan, formerly owned by King Farouk of Egypt, on display in the U.S. at the Speedway Museum in Indianapolis.

³Prior to September 1, Hitler wore his own version of the Party's brown uniform.

ACKNOWLEDGEMENTS

Hoffman, Peter, *Hitler's Personal Servant*, MIT Press, Cambridge, Mass., 1979.

Knauth, Percy, *Germany in Defeat*, Alfred A. Knopf, Inc., New York, New York, 1946.

O'Donoghue, James P., *The Builder*, Houghton Mifflin Company, Boston, Mass., 1978.

Robson, Graham, *The Magnificent Mercedes*, William Morris and Company, Inc., New York, New York, 1981.

Whiting, Charles, *Finale at Flensburg*, Leo Cooper Ltd., London, England, 1973.

Deutscher-Benz AG, Archiv Gesellschaft, Museum, Stuttgart, West Germany.

Ferry, Stefan, Vintage Volkswagen Club of America.

May 19 - Lake Erie Island Tour

George and Marjorie Strom planned this all day tour, beginning at Sawmill Creek Resort, just east of Sandusky. Going west, our first stop was Johnson Island Cemetery, where a docent gave a talk about the cemetery. It is filled with Confederate soldier prisoners who were kept in the area, died, and were buried there. It was a sobering sight.

The next stop was the Marblehead lighthouse, great for picture taking. The area was great for showing off our cars, both Classic and modern. Cadillac was the car of choice. Of course it helped that the Cadillac-LaSalle Club was invited to join us. Matt Harwood won Car of the Day with his 1929 Cadillac. Dave Heinrichs had the oldest car with his 1916 Cadillac.

Next to Marblehead was the town of Lakeside, which bills itself as the Chautauqua of Ohio. It was developed in the 1800s as a church retreat and educational center. Most of the homes are gaily colored cottages close to each other. Following the directions given us, we drove up and down the streets to get a feel of the town. Almost got dizzy! Leaving Lakeside, we drove 100 feet to our restaurant for a buffet Lunch on Lake Erie.

Following lunch, we headed to Milan, which is just south of Sandusky, and the home of Thomas Edison. Some beautiful homes to see and tour before heading home. Thanks to the Stroms for planning the tour.



Sawmill Creek entrance



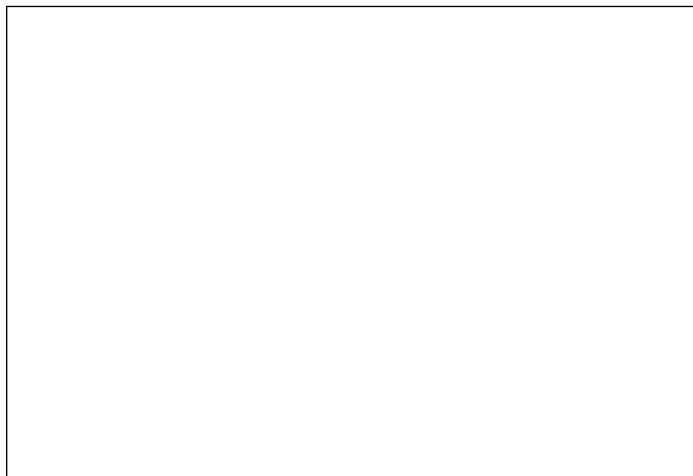
Sawmill Creek interior lobby



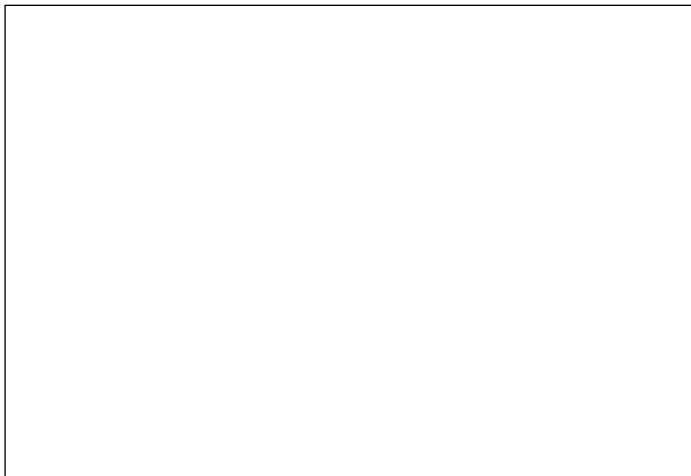
Phil Masters with Dave & Melinda Uschold and Jerry Gentner



Joan Virostek with Al Truelson, Bobby Girardi, and Gary Rosenthal



Geo. Strom, Gary & Marcia Rosenthal, Marjorie Strom, Mike Dube, Bill & Chris Snyder



Matt Harwood and girlfriend, kids homes?

Lake Erie Island Tour . . . continued



65 Cadillac Eldorado (nc) belonging to Phil Masters



Docent giving talk



Log cabin at Johnson's Island



Modern Cadillacs of Cadillac LaSalle Club members (nc)



Cemetery entrance from Lake Erie



Confederacy Monument

Far Left: Marblehead Lighthouse

Lake Erie Island Tour . . . continued



Lakeside Inn



Lakeside entrance to the water



Lunch at Lakeside



Lunch at Lakeside



Cadillac row: Snyder's '41 convertible sedan, Truelson's '46 Fleetwood, Gentner's '41 sedan



Matt Harwood's 1929 Cadillac



Dave Heinrich's 1917 Cadillac

Lake Erie Island Tour . . . continued



Milan



Thomas Edison's Home



Downtown Milan



Downtown Milan



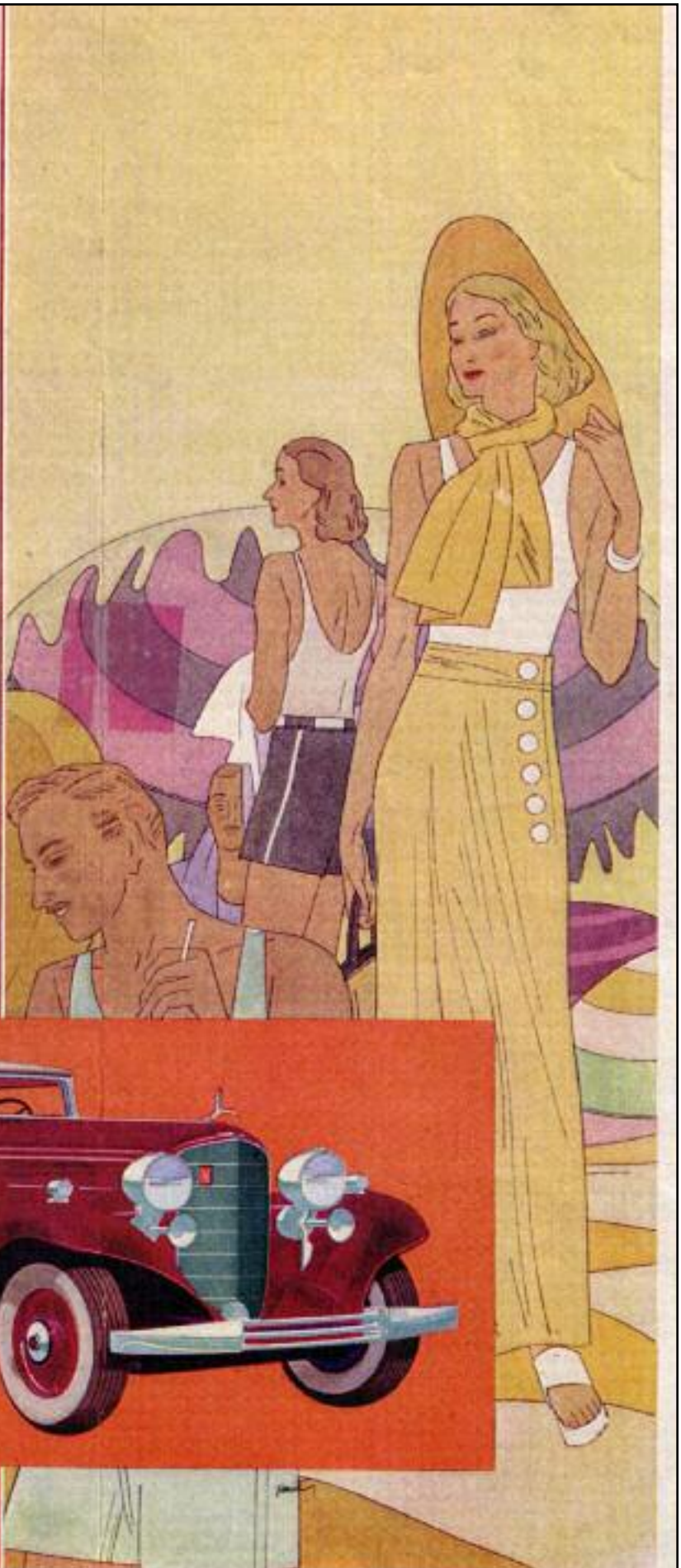
Empty Mansion Needing work



Something small and simple

It is doubtful whether the standard which Cadillac has set for itself has ever been quite so far removed from the contemporary as it is today. . . . For this, there is logical explanation. Cadillac, with the aid and the inspiration of General Motors, has used the past three years to make the very greatest advancements in its history. Centering around the origination and perfection of the 16-cylinder V-type motor, this progress has embraced every car in the Cadillac family—and has affected every phase of chassis and body. At the normal pace of advancement, we could not logically have expected today's Cadillacs before 1935. . . . The public has been quick to sense this, and Cadillac's share of the fine-car response has gone progressively upward, with scarcely a pause. . . . Such, of course, might be expected—for people who choose from Cadillac's field are people of discrimination, and buy their cars for genuine merit and basic evaluation. . . . Your dealer will gladly acquaint you with the three new Cadillacs—the new V-8, the new V-12 and the magnificent V-16—the last now limited in production to 400 cars for 1933.

Cadillac list prices begin at \$2695, f. o. b. Detroit. Thirty-two Fisher and Fleetwood body types. Convenient G. M. A. C. terms may be utilized.



A GENERAL MOTORS VALUE



CADILLAC

HOBBY TURNS INTO SERIOUS BUSINESS FOR CAR COLLECTORS

by Terry Troy • From the Plain Dealer, Thurs., May 17, 2012

There's an old adage that basically states, "find a job you love and you'll never work another day in your life."

When it comes to having a job they love, Lee Wolff and Matt Harwood just may have a lot of us beat. The pair own and operate Vintage Motor Cars in Warrensville Heights, a company that markets vintage and classic vehicles for a fee.

"I started the business three years ago, but I have been a collector since 1972," said Wolff, founder of the company. "I was only a collector until a few years ago when I left the restaurant business and found myself with nothing to do."

As Wolff got further and further into his hobby of collecting classic and vintage cars, friends started to suggest that he use his contacts as the basis of a new business, and that's when Vintage Motor Cars was born.

"From my years as a collector, one of my strengths is knowing the owners and finding the cars," Wolff said. "Matt's strength is that he knows how to describe and sell the cars. We are a great complement to one another. It's a perfect fit."

Harwood does have previous experience with a similar company, Best of Show Automotive, which has since moved out of state. But it was also much larger and focused more on muscle cars than vintages and classics.

Vintage Motor Cars only has about 40 vehicles in stock at its two Warrensville Heights' locations. But the value of the inventory is worth in the hundreds of thousands of dollars and possibly much more.

While the company does buy and sell vehicles when it finds a good deal, it is actually designed as a marketing company that represents the owners of a vehicle. Using the Internet and other media, the company sells and ships vehicles around the world, even shipping to destinations as far away as Australia or Norway.

"In fact, about 30 percent of our business comes from overseas customers," said Harwood. "They are more direct in terms of what they want, and they buy it without beating around the bush."

"We charge our clients a fee for our marketing services," Harwood added. "We are essentially a classic and vintage vehicle marketing firm. Quite a few of the vehicles we have on site are owned by someone else who simply doesn't want to go through the hassle of selling a car, describing the car, or buying the ads."



Lee Wolff and Matt Harwood stand in front of this beautiful blue 1936 Packard. (left to right).

The company specializes in vintage and classic vehicles, most of which are museum pieces in various stages of condition, from totally restored to needing minor work. Many also have much of the original equipment on them.

"What's surprising, with a business like this, is how many people will actually ship us their cars, some of which are worth hundreds of thousands of dollars," said Wolff. "On the other hand, it's amazing to see just how many people will buy a vehicle going on just the vehicle's description and some photos."

"Of course, we won't ship any vehicle until all of the funds have arrived," Wolff added. "But they do arrive."

You might think that with price tags in the hundreds of thousands of dollars, being a classic or vintage vehicle collector is only a hobby that can be pursued by the very rich.

"That's not so," said Harwood. "In fact, it's just like any other kind of car market. For instance, we have a 1936 Ford that is very affordable. And then we have a 1925 Bentley that is worth hundreds of thousands."

Of course, the rarer the car, the more expensive it usually becomes, especially if it's an upscale brand like a Bentley.

"But if you're serious about getting into a hobby like vintage car collecting, you can get into it for as little as \$12,000 if you find the right car," Harwood said. "And it doesn't matter whether you're driving a Ford or a Bentley, you're still going to have a whole lot of fun."

The 55th Stan Hywet Car Show in Akron, June 17th

Members have enjoyed the annual car show at Akron's Stan Hywet Hall for years without rain. This year Mother Nature made up for it. It rained lightly going to the show then stopped, allowing us to wipe down our cars. Several times during the day rain came and went, with the subsequent wiping down and

occasional burst of sun. Late leaving cars got caught in a torrential cloudburst.

The Inner Circle featured Classics of the 1920s, with some ORCCCA members dressed for the part. Charleston, anyone?



Long line of Classics



Three Packards and a Cadillac



1947 Cadillac, 1948 Chrysler Town and Country, 1940 Packard Darrin



Classics lining up



Carl Hummel's 1930 Packard's unusual color



A soon-to-be-wet 1931 Lincoln Phaeton with no side curtains next to Norm Cangey's 1930 Packard



1930 Hupmobile Big 8 (nc) a Classic look-alike



Margus Sweigard discussing his 1932 Buick Phaeton with side curtains

55th Stan Hywet Car Show . . . continued



"Marilyn Monroe" blowing a kiss



Gary and Marcia Rosenthal in costume



Bill and Chris Snyder's 1927 Stutz Blackhawk Boattail



Harry Wolk's 1928 Packard Limo "Gracie"



Pierce Arrow



Matt Harwood's 1929 Cadillac

PUN-OGRAPHY

When chemists die, they barium.

Jokes about German sausage are the wurst.

I know a guy who's addicted to brake fluid. He says he can stop any time.

How does Moses make his tea? Hebrews it.

I stayed up all night to see where the sun went. Then it dawned on me.

This girl said she recognized me from the vegetarian club, but I'd never met herbivore.

I'm reading a book about anti-gravity. I just can't put it down.

I did a theatrical performance about puns. It was a play on words.

PMS jokes aren't funny; period.

Why were the Indians here first? They had reservations.

We're going on a class trip to the Coca-Cola factory. I hope there's no pop quiz.

I didn't like my beard at first. Then it grew on me.

Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?

They told me I had type-A blood, but it was a Type-0.

When you get a bladder infection urine trouble.

Broken pencils are pointless.

I tried to catch some fog, but I mist.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

England has no kidney bank, but it does have a Liverpool.

I used to be a banker, but then I lost interest.

I dropped out of communism class because of lousy Marx.

All the toilets in New York's police stations have been stolen.
The police have nothing to go on.

I got a job at a bakery because I kneaded dough.

Haunted French pancakes give me the crepes.

Velcro - what a rip off!

A cartoonist was found dead in his home. Details are sketchy.

Venison for dinner again? Oh deer!

The earthquake in Washington obviously was the government's fault.

**You know us.
You tour with us, you go to shows with us.
Why not buy and sell with us, too?**



Lee Wolff
216-496-9492

www.VintageMotorCarsUSA.com

Matt Harwood
216-849-5263

*‘He liked the works of his friends, which is beautiful as loyalty
but can be disastrous as judgment.’ – Ernest Hemingway*

Photo-Op: Fantastique!



From The Wall Street Journal, Sept 24-25, 2011 • Books

Auto makers nowadays pour millions into producing the most luscious, well-designed and captivating television commercials ever made – all in the service of distinguishing one drab box-on-wheels from the other guy’s drab box-on-wheels. Imagine if they devoted such artistry and craftsmanship to making cars. Or, rather, open the pages of **“French Curves”** [Coachbuilt Press, 248 pages, \$95] and be transported to 1920s and 1930s France, when the Delahaye, Delage and Talbot-Lago companies were turning out jaw-dropping cars with streamlined Art Deco curves and details that might include scalloped-wood interior trim or a roll-down windshield. The gorgeous car above, the 1938 Delahaye 135 M, shows the handiwork of the influential coachbuilder Joseph Figoni, who drew some of his inspiration from aircraft design. The companies’ cars were artisanal affairs, hand-crafted for discerning customers with deep pockets. A modern-day incarnation of those buyers is Peter W. Mullin, chairman of M financial and a lucky man, who owns the jewels shown in the book. He parks them at the Mullin Automotive Museum, a short drive from car-crazy Los Angeles.

In addition to showcasing immaculate restorations, the book records how some of the cars looked when Mullin or his scouts found them: covered with grime, falling apart in a garage or barn. ‘French Curves’ may be a wistful look at a lost period, but its photos testify that some things never change – even 80 years ago, as we see, men liked to stand around at auto shows eyeballing the latest product. One difference: Back then, nobody needed to plant a swimsuit model next to a car to make it seem interesting.

– The Editors



Compliments of Carl Hummel and



1569 Industrial Parkway • Akron, OH 44310 • 330-630-0100



**Classic Motorcar Auctions LLC
&
Motorcar Portfolio LLC**
Offers Ohio hobbyists multiple options to
buy, sell, trade, auction or consign
classic/collector vehicles & memorabilia.

Call Bob Lichty at - 866-653-8900 Toll Free

www.motorcarportfolio.com

www.classicmotorcarauctions.com

DRIVE THROUGH TIME... WITH PEACE OF MIND

We've been insuring some of the best examples of automotive craftsmanship for nearly fifty years. Agreed value coverage is included on all policies, and we provide fast, friendly claims service. With a specialty auto insurance policy designed specifically for collectors like you, it's easy to *Drive Through Time...With Peace of Mind.*

J.C. TAYLOR

ANTIQUE AUTO INSURANCE

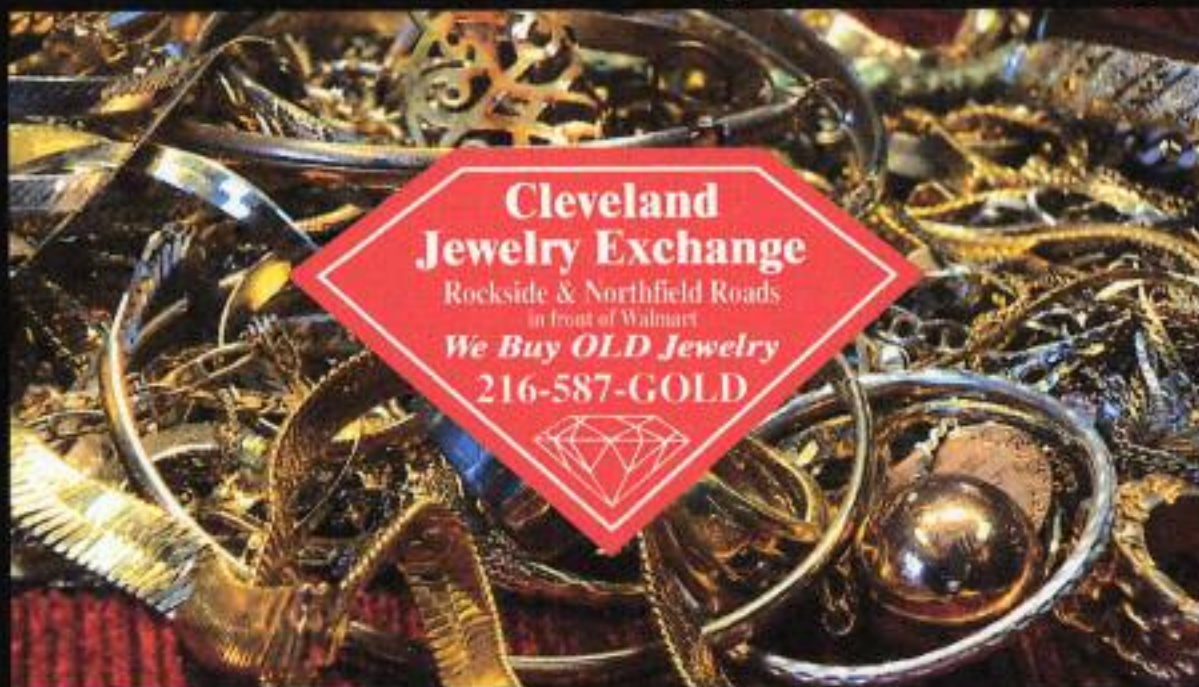
Get a quote online today: www.JCTaylor.com



1.888.ANTIQUE

(1.888.268.4783)

Cleveland Jewelry Exchange



Cleveland Jewelry Exchange

Rockside & Northfield Roads
in front of Walmart

We Buy OLD Jewelry

216-587-GOLD



We Buy OLD Jewelry



Yesterday's Radio

Serving Packard Owners
Around The World

Australia
Austria
Belgium
Brazil
Canada
England
Finland
Germany
Iceland
Mexico
Netherlands



Norway
New Zealand
South Africa
Spain
Sweden
Switzerland
Uruguay
U.S.A.

Yesterday's Radio manufactures over 140 parts for Packard Automobiles. These include dash plastic, gearshift, overdrive, dash, and window crank knobs. Under dash brackets, escutcheons and many other plastic trim parts are available. Radio parts include escutcheons, pushbuttons, pushbutton caps, and various knobs.

Philco reproduction Under Running Board Antennas that were used on many makes of vehicles are also available.

Website: www.yesterdayradio.com
E-mail: jerry@yesterdayradio.com

Jerry & Joanne Vinarcik
Phone 216-524-2018
7759 Edgewood Lane
Seven Hill, Ohio 44131-8902

Suburban Clock & Repair

76 Front Street, Berea, Ohio 44017
440-234-4027

M-T-TH 9-5:30 • Wed/Sat 9-4 • Fri 9-7 • Closed Sun

Over 2000 Clocks in stock
for the home or office

LARGEST SELECTION IN OHIO
WE SERVICE WHAT WE SELL

In business since 1953



Grandfather, Cuckoo, Wall, Mantel
Novelty & Antique Clocks
From Around the World



Ask about our Corporate Gift Program

Mastercard, Visa, Discover & American Express accepted



**1837
SPREAD EAGLE
TAVERN AND INN**

10150 HISTORIC PLYMOUTH STREET
HANOVERTON, OHIO 44423

(330) 223-1583

WWW.SPRADEAGLETAVERN.COM

THIS HISTORIC COUNTRY INN, LOCATED 80 MILES SOUTH OF CLEVELAND, WITH A UNIQUE RATHSKELLER, SEVEN DINING ROOMS AND FIVE GUEST ROOMS HAVE BEEN TASTEFULLY DECORATED WITH ANTIQUES AND ARTIFACTS FOR YOUR ENJOYMENT. GOURMET DINING, LUNCH AND DINNER SEVEN DAYS PER WEEK, BREAKFAST INCLUDED WITH YOUR ROOM

Compliments of the
Gernatt
Family of Companies

Main Office
10000 Holden Road
Cullman, MS
(205) 337-3122

Hammer
10000 Holden Road
Cullman, MS
(205) 337-3122

Conwards
10000 Holden Road
Cullman, MS
(205) 337-3122

Spartanville
20000 Holden Road
Spartanburg, SC
(803) 537-3122

Ferrisburg
10000 Holden Road
Cullman, MS
(205) 337-3122

Great Valley
10000 Holden Road
Cullman, MS
(205) 337-3122

Delevan
10000 Holden Road
Cullman, MS
(205) 337-3122



'The smoothest roads for Classic Cars'



PRECISION POWER, Inc.



**Expert Starter, Distributor and
Generator Restoration**

- All Makes & Models -
- Show Quality - Original Appearance -
- Solenoids, Regulators, Cutouts -
- Replacement Tags -
- Powder Coating & Plating -
- Custom Rewinding - Armatures & Field Coils -

1-800-794-5962

FAX: (517) 371-1890

www.precision-pwr.com

630 Park Place, Lansing, MI 48912

**CAPALDI
ENTERPRISES, INC**

36420 BELTMOORE PLACE- UNIT 1
WILLOUGHBY, OH 44094

440-951-4120

**WE REBUILD CARBURETORS,
FUEL PUMPS, DISTRIBUTORS,
EARLY WATER PUMPS**

**AUTO RESTORATION-CONSERVATION
SPECIALIZING IN PRE-WORLD WAR II
& SPECIAL INTEREST AUTOMOBILES**

**THANK YOU
CLASSIC CAR MEMBERS!**



WE PROUDLY REPRESENT THE



CLASSIC CAR CLUB OF AMERICA
"WE INVITE YOUR INQUIRIES"