

# Northern Lights

Ohio Region  
Classic Car Club of America



Volume 59-1

Spring 2013



## 1941 Packard One Sixty

# Board of Managers, Ohio Region

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## 2012 AWARD SUMMARY

**Armington Trophy** - Given for the best members Full Classic at Stan Hywet, Norm Cangey - 1930 Packard

**W.W. Williams Achievement Trophy** - Person who contributed the most to the club over the last year.  
- Joan Virostek

**Good Joe Award** - Joseph Virostek Memorial Trophy - Given in recognition of a good deed or act of kindness toward another club member. - Dave Heinrichs

**Northern Lights Award** - Members choice of an article in the Northern Lights written by a regional member.  
- Chris Snyder

**Rodway Trophy** - Most Improved Classic - Margus Sweigard - 1932 Buick

**Bayowski Trophy** - Most Improved Classic by a member - Dick Roddie 1932 Cadillac 370A V12 Phaeton

**Paige Palmer Award** - Person who has been a member 3 years or less and has contributed the most to the club. - Matt Harwood

**ORCCCA Touring Trophy** - Most miles driven in the last year in a Full Classic. - Bob Brown

**Board of Managers Trophy** - Most participation points accumulated in the last year. - Gary Rosenthal

**Howard Davies Award** - Past Director Award - This award is given to the outgoing director in appreciation of their leadership during their term in office. - Gary Rosenthal

# COMING EVENTS

## 2013

- February 17** Dinner and Play, Hudson
- Feb. 27-Mar. 3** National Annual Meeting, Southern CA
- June 16** Stan Hywet Car Show, Akron
- Aug. 18** Patterson Fruit Farm Car Show
- Sept. 1** Oktoberfest Car Show, Berea
- Sept. 27-29** Weekender, Salt Fork area / Jim Cowin

## Director's Chair

Hello Members,

I hope everyone had a Happy Holiday and a great start to the New Year! Thank you to our past director Dr. Gary Rosenthal for his hard work. He has set the standard high.

This is an exciting position for me to have been elected as your ORCCCA director. I am going to do my best to promote and carry on the historical importance of this organization. With that said while our "Classics" are stored away for this Ohio winter, let's not forget that the club still has events during the "off season". They are listed in this publication and are also on our website.

Even though the automobiles we own are the most significant and fabulous ever built, it is the club members that make the club. Sometimes I am on the fence as to whether or not I am going to attend an event due to life's busy schedule, but every time I go I always have a smile on my face when I am heading home and thinking what a great group of people and how much fun it was.

Let's make 2013 the year that we all get our Classics out and drive them and enjoy the friendships we have all made in this great club!

Best wishes,

Dave Heinrichs

## FRONT COVER

Our featured car is a beautiful 1941 two-tone green Packard 160 convertible sedan, owned by Dan Hanlon. The color combinations of both the exterior and interior are unusual, yet subtle. "Ask the Man Who Owns One" applies!

## BACK COVER

June and Norm Cangey manning the CCCA tent at Stan Hywet.

## UPCOMING BOARD MEETINGS

- February 4** Joan Kamper  
**March** No meeting  
**April 1** Al Truelson  
**May 6** Margus Sweigard  
**June 3** Joe Platten  
**July 1** Dave Heinrichs  
**August 5** Gary Rosenthal  
**September 9** Matt Harwood  
**October 7** Norm Cangey  
**November 3** Annual Meeting  
**December 2** Joan Virostek

# Member Spotlight

## Bob Lichty goes home again, and classic car community benefits

By Larry Edsall

Not only has Bob Lichty proven that you can go home again, but he's done much to make his hometown of Canton, Ohio, an important stop for classic car enthusiasts.

Canton, of course, is the birthplace of the National Football League, but as Lichty likes to point out, the sports league's birthplace wasn't just any old place in Canton, but those contracts were signed in the Hupmobile dealership owned by Ralph Hay, who in addition to being a car dealer owned the famed Canton Bulldogs football team.

As a youngster in Canton, Lichty's passion wasn't football but automobiles, old ones such as the bygone Hupmobile and new ones like the heavily chromed Detroit creations of his 1950s and early '60s childhood. In fact, Lichty was so fascinated by those cars that after high school he studied graphic design at the Cooper School of Art in Cleveland in hopes of someday landing a job as a designer for one of the Detroit's automakers.

Instead, he was offered a job creating designs for a carpet manufacturer in upstate New York. Fortunately for Lichty and the future of classic car collecting, not long after Lichty was hired the company moved to South Carolina. Lichty was given a choice -- keep you job and move or accept six-month's pay as severance.

Lichty took the money and, basically, spent 5 1/2 months bumming around New England. Then, his cash running low, he called the publisher of Hemmings Motor News and asked about working for the magazine that recently had moved to Vermont.

Not only was Lichty hired, but was made assistant publisher, which, he quickly discovered, meant being a jack of all trades, from advertising to typesetting to writing to supervising a staff of college students who worked part time, and seemingly at their whim. It was exhausting, but oh-so-much fun.

When a new magazine was launched in Wisconsin, Lichty was recruited to become advertising manager of Old Cars Weekly. After nearly a decade there, Lichty became marketing director for Kruse Auctions, the Indiana classic car sales specialist that was just entering its heyday.

From northeastern Indiana, Lichty next moved to eastern Pennsylvania, to become a manager with Carlisle Productions, which stages some of the largest classic car auto shows in the country. Then, from the East Coast, Lichty moved to the East Bay, to join the team at the famed Blackhawk Collection.

Lichty liked the work, but the Oakland area wasn't good for his young sons, whom by then he was pretty much raising as a recently divorced single father. Putting family ahead of his profession/hobby, Lichty quit and decided to go back home so he could raise his sons in a better environment, one that included extended family and friends.

As Lichty and his sons were driving east across Nebraska, he stopped and, as was his habit, bought the latest copy of Hemmings. As he thumbed through the pages, he noticed an advertisement: The Canton Classic Car Museum was looking for a new director. Lichty



was hired immediately upon his return home, where he strengthened the museum's place in the community by going out and finding a Hupmobile for the Pro Football Hall of Fame to add to its display.

After nearly a decade at the car museum, Lichty launched a classic car dealership (with partner Gary Brown). Lichty continues to run Motorcar Portfolio, which operates out of an almost unique showroom; the dealership is located inside Canton's historic McKinley Grand Hotel (we say "almost unique" because there are at least two other hotel-based dealerships, both in Las Vegas, where the Imperial Palace houses a classic car dealership and the Wyn has a Ferrari dealership).

Lichty's sons, Chris and Curtiss, work with him at the dealership and at another enterprise, Classic Motorcar Auctions, which stages three major sales a year, including the recently completed Grande Salon held in conjunction with the Glenmoor Gathering of Significant Automobiles, Ohio's biggest concours d'elegance.

Although Lichty recently turned 65, he says he has no interest in retiring, or even slowing down.

In addition to his classic car businesses, Lichty has written five books, including a history of the Antique Automobile Club of America, and has served as president of the Lincoln Highway Association.

In 2003, Lichty organized a classic car tour from New York to San Francisco on the historic Lincoln Highway -- a route, by the way, that runs through downtown Canton. Next year, the Lincoln Highway Centennial, he's organizing a pair of driving tours, one leaving from San Francisco and the other from New York. Those participating will meet at the highway's midway point, Kearny, Neb., for a week-long centennial celebration.

By the way, the Grande Salon sold some 100 vehicles for more than \$1.6 million, including \$180,000 for a 1937 Cord 812 supercharged phaeton, \$135,000 for the 1912 Ford Six Speedster that was built for a teenaged Edsel Ford, and \$35,000 for a 1931 Stutz DV-32 eight-cylinder engine and three-speed transmission.

At the 18th annual Glenmoor Gathering, best-in-show honors went to a 1929 LeBaron-bodied Duesenberg Model J phaeton (see photo) owned by Chuck Letts of Bloomfield Hills, Michigan. The Duesie actually tied in the judges' voting with the 1935 Duesenberg SJ "Mormon Meteor," but Letts' car won on tie-breaking criterion -- it had participated in the driving tour the day before the concours.

# COVER CAR - 1941 PACKARD ONE SIXTY



*Dan Hanlon*



*Both sides of hood open*



*Beautiful 2-tone leathered inlaid wood*



*Tapered trunk and rear fenders*



*Inviting leather rear seat*



*Handsome dash*



*Model number with chrome and glass mascot*



*Detailed hubcap with red hexagonal center – a Packard trademark*

# Glenmoor Concours D'Elegance, Canton, OH - September 16

The annual Glenmoor Concours was held in Canton on the grounds of the Glenmoor Country Club. As has been the case in most past years, the weather was perfect!

Besides the wonderful collection of cars David Schultz put together for the show, he outdid himself by having 8 Tuckers (nc) on the field! I'm sure that was the most Tuckers in one place at a time since the "Tucker" movie. For those of you who have never seen one, this was a special treat. See following article. Unfortunately, this was the last show of the Glenmoor Gathering Concours, due to lack of sponsors, among other things.



*1948 Davis 3-wheel convertible*



*Gene Tareshawty's 1940 Packard Darrin*



*Bill Snyder's 1930 Stutz convertible*



*Joe Crea's 1933 Chrysler Imperial Phaeton*



*Dan DiThomas' 1925 Stutz Roadster*



*102-year old Margaret Dunning and her 1930 Packard Roadster bought new. Still driving!*



*Blain Conrad's original 1934 Lincoln KB Limo*

## Glenmoor Concours D'Elegance continued



*1935 Supercharged Duesenberg "Mormon Meteor"*



*Lots of activity!*



*Robert Zwicker's 1930 LaSalle convertible*



*Believe to be Robert Abbott's 1928 Cunningham V-5 Phaeton*



*David Schultz' 1930 Lincoln Coupe*



*George Quay's 1927 Pierce-Arrow Roadster*



*Don Sibila's 1940 Cadillac 75 Limo*



*Marshal Belden's 1936 Lincoln convertible*



The "Tuckerettes" and Preston Tucker at the 1948 Tucker introduction.

# TUCKER

Ed. Note: "Although not a CCA Classic, I feel the 1948 Tucker is a modern classic. I thought members would enjoy knowing a little more about the car and the man behind it."



Sometimes, the best thing that can happen to a car is for it to be a noble failure.

■ By Chris Summers



known as much for the legend of its creation as for the sheer audaciousness of its design.

The Tucker began with Preston Thomas Tucker, born into a Michigan farm family in 1903. Obsessed with automobiles from an early age, Tucker started out as an office boy at Cadillac. By his 20s he was working at Ford, and eventually made his way into sales positions at Studebaker, Stutz, Chrysler, Pierce-Arrow and Dodge. He regularly attended races at Indianapolis and befriended legendary racing car builder Harry Miller, with whom he

built 10 front-wheel-drive Ford-powered racing cars.

Tucker was a born salesman, with the gift of gab, a bubbly personality that endeared one to him and an in-depth knowledge of what he peddled. Still, early on, he needed more than that to survive in business.

During the war, Tucker developed an advanced armored automobile that could be used on the battlefield. Outstanding features of the design included a power-operated gun turret atop the roof and the ability to achieve a whopping top speed of 115mph. Government officials concluded that they did not need an armor-plated racing car, but that they did need the turret design for aircraft, a purpose for which it was used extensively, although Tucker made little profit from it.

In his Ypsilanti, Michigan shop following World War II, Tucker began to work on the car that he had long dreamed of building, one that was completely new, advanced, safe, and in general better than anything else the major U.S. automakers were building at the time – ideal for the car-hungry young men returning home from the front.



Tucker's original design for what he dubbed the Torpedo was promoted in a pumped-up article in the December 1946 issue of *Science Illustrated*, to great public acclaim. With typically big ideas in his head, he set about acquiring a massive former bomber plant in Chicago from the government and hiring "boy genius" designer Alex Tremulis, late of Auburn Automobile Company and later creator of some of Ford Motor Company's most eccentric early 1960s concept cars. Tremulis designed what would become the most fully realized of the many advanced visions he would create during his career, and a prototype for what became the Tucker 48 was built.

Many of Tucker's original ideas for the car were scrapped due to time, money, and engineering constraints, but the completed Tucker 48 was advanced by many late-1940s measures. It was rear-engined and rear-drive, powered by a flat-six engine derived from the wartime Franklin helicopter engine, converted to water-cooling using a fully sealed cooling system. "Tuckermatic" transmission was installed on some cars; others had a modified Cord transmission fitted.

Outstanding features of the low-slung body design included, most notably, oversized bumpers and a central "cyclops eye" headlight, which turned with the front wheels much like the Pilot Ray accessory driving lights from the early 1930s.

Aircraft-style doors wrapped into the car's roof, making headroom for those entering, who then sat on wide, comfortable seats with a "step down" floor (a feature that Hudson made much more famous in 1948). The windshield was designed to harmlessly pop out of the car in one piece during a collision. The vast empty space under the dashboard was designed as a "safety chamber," into which passengers could duck in an impending collision, protecting them from impact. There is some indication that these features actually worked. When a factory test driver demolished a Tucker during high-speed testing at Indianapolis, he walked away from the collision with minor injuries ... and the remains of the car were driven away.

Top speed of the Tucker was 120mph, and the company claimed outstanding handling was a result of the all-independent suspension. The idea for rubber "Torsilastic" shocks was among those that went back to the drawing board.

The original prototype, dubbed "The Tin Goose," made its debut at a massive public celebration at the Chicago factory on June 19, 1947. Despite numerous teething troubles, it made its debut as-scheduled. Amidst great fanfare, the cry of

# Tucker Topics

Official Tucker Corporation Dealer Publication



overflow crowds mark Tucker showings in major cities as motorists acclaim new Tucker '48

"Don't Let A Tucker Pass You By," and the advance selling of Tucker stock and dealerships, Tucker production began.

Then the house of cards fell.

Radio journalist Drew Pearson soon reported engineering problems with the car to the public, and Tucker found himself unable to buy the steel he needed to achieve full production. The Securities and Exchange Commission began investigating Tucker's accessories program, in which he sold options for the car to customers who would then receive a discount on a Tucker once production began, as well as his early stock sale of a company not yet fully off the ground or building cars. There has been much speculation during the years regarding the idea that major automakers conspired against a car that was simply "too good," but no solid evidence has ever been uncovered.

In the storm of bad publicity that ensued, Tucker and six of his executives were indicted on fraud charges. The trial focused on the stock and accessory sales, and accused Tucker generally of having never intended to build a real car, only a prototype cobbled together out of old parts. At the end of the trial, everyone involved was acquitted on all charges, but in the meantime, dealers were suing, the factory had been taken back by the government, and debt had piled up. The



An article by Michael Lamm in the December 1972/January 1973 issue of *Special Interest Autos* interviewed several men who had known Tucker or been involved in the program, including *Road & Track* founder John Bond, General Motors president Edward Cole, and former Tucker engineer Ben Parsons. While some interviewed had negative opinions of the car's design, the majority believed firmly that Tucker fully and truly intended to build a real, excellent production automobile, but simply did not have the time, resources or knowledge in which to accomplish the dream.

Tucker Corporation was dead, leaving behind 38 cars – a prototype and 37 production models. Thirteen more were assembled by faithful employees after the factory was officially closed, to mark its aerodynamic grave.

Despite his effervescent personality, Tucker's "Life After Tucker" was not long and not particularly happy. He began work on a sports car dubbed the Carioca, to be built in Brazil, and gathered investors, but his health rapidly declined and he was diagnosed with lung cancer, which put an end to the project. The cancer claimed his life the day after Christmas, 1956. He died believing in his car companies – the old one and the new one – and as the owner of a Tucker 48.

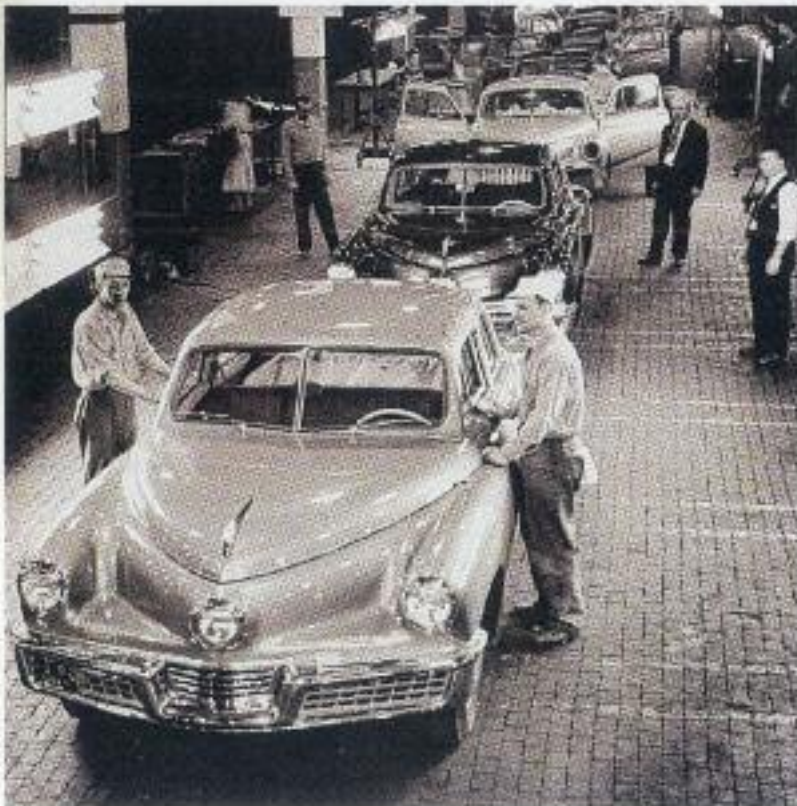
Tucker owner and enthusiast Francis Ford Coppola's 1988 film, *Tucker: The Man and His Dream*, created a resurgence of interest in the company, and fueled its steady evolution from famed flop, to a sideshow curiosity, to a museum piece, to one of the stars of blue-chip car investing.

Of the 51 cars built, 47 have survived, including, despite its best efforts, the trouble-plagued Tin Goose. They are scrupulously tracked by the 500 worldwide members of the Tucker Automobile Club of America, who have worked tirelessly the past few decades to preserve not only the cars, but the memory of the company's founder.

Tucker cars are welcomed with open arms to many of the world's most prestigious concours d'élégance, where, then as now, they are a show stopper. Many of the nation's most prominent car museums own or exhibit a Tucker; the builder is memorialized at the Ypsilanti Automotive Heritage Museum, not far from where he lived. About once a year, a Tucker sells at auction, of late commanding prices in excess of \$2 million that bidders seem happy to pay.

"Greater than the tread of mighty armies is an idea whose time has come." Sixty-three years after he walked out of a Chicago courtroom, the time has come for Preston Tucker's big idea.

Some of the finest examples of that idea are gathered here at the Glenmoor Gathering. Enjoy them ... and "Don't Let a Tucker Pass You By." ■



*At 23, Chris Summers, from Barboursville, West Virginia, is among the youngest life members of the Auburn Cord Duesenberg Club and previously served as its Duesenberg historian. "The Duesenberg Kid" maintains an ever-growing database of information on Duesenberg automobiles, which he makes available to owners, restorers, and enthusiasts the world over. To support this fascinating but expensive hobby, he works as a freelance journalist.*

# GLENMOOR - TUCKERS



*Mag wheels! Six exhaust pipes!*



*Spacious cockpit, Pop-out windshield, padded dash, radio on right side of speedometer cluster.*



*"You've just been passed by a Tucker"*

# ORCCA Clambake October 7th, 2012

By Bill Snyder

One of the most pleasant events of the year, for me, is an autumn clambake on a fabulously beautiful sun drenched day with glorious red and yellow leaves on the trees, temperatures in the high 60's, clear blue skies as only autumn can bring and a Classic car tour through the magnificently colored countryside leading up to the feast. That's what we had in mind but it didn't quite work out that way. Well, we got the clams and the 60's as well as the colors, but the skies were grey and we had a scattering of rain drops as the day went on.

The weather was exactly as the forecasters predicted a day or two before so we feared that the Classics would stay home and our tour would be composed of modern iron.

Surprise! The Classics were there in force! That despite the weather. Only a few of those who had signed up failed to show so we had about seventy members driving, sight seeing, story telling, eating and having fun.

Our tour started at Joan Virostek's home, as is often the case on tours in this part of the Region and for a good reason . . . she makes a coffee break into an event all by herself. In short no one went away hungry or thirsty!

We left Joan's and headed toward the Cuyahoga Valley where after about nine miles we stopped at Szalays farm market (an outpost of great produce as well as tons of goodies) and, despite the fact that we were no more than twenty minutes from Joan's, I saw more than a few of our stalwarts enjoying cookies, doughnuts, apple cider and who knows what else?

When the tourers became sated we continued our drive

through the valley and over the hills. I think that all of the folks enjoyed the chance to digest their ingested goodies and the scenery, while dreaming of more to eat, more time to tell stories of great Classic Car adventures and the usual photo sharing of kids, grandkids and new acquisitions of an old car or two.

After about thirty miles of back roads, the tourists reached our house and enjoyed both the warmth of our heated garage, where we had set up instead of the car building, and the odors of good stuff steaming and roasting.

Al and Diane Truelson had made all of the food arrangements for the bake and while Al was tending to last minute details and the clam bakers were clam baking, Diane was heating the spectacular clam chowder she had made in advance. I think she may share the recipe to a selected few. (Mention my name, it might help.)

Naturally the rain began to come down in a steady stream as the folks lined up for their bakes or, for those disinclined to eat clams, steaks. No one seemed to mind the rain and no one was drenched as the clam bakers had set up a tent to protect them and us. We had tables and chairs set up in the garage and folding tables in the family room as well as chairs in the dining room, dinette and our sunroom so everyone was able to relax and enjoy. Some even caught the football game.

By and by the food was devoured, the rain let up, the stories were told, the photos shown and the day was nearing evening so the day's fun slowly came to an end and folks headed to their cars and home (and a big dinner! I don't think so!)



Fall Tour participants gather at Joan Virostek's home



The Line Up!



Colorful cars



Old and New

# Clambake continued



*The Snyder home*



*Period Light Post*



*The Great Lawn*



*The ultimate circular drive*



*Snyder garage complex*



*Snyders garage*



*Clambake in the warm garage*



*A large turnout!*

# History of the Car Radio

By David Dwdonhoff

*Seems like cars have always had radios, but they didn't. Here's the true story:*

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association Convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – He got enough orders to put the radio into production.

## WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 un-installed, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio - The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, to holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first hand-held two-way radio – The Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In

1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first hand-held cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world – And it all started with the car radio.

### WHATEVER HAPPENED TO?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention for all, the Lear Jet, the world's

first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! and*

*It all started with a woman's suggestion!*



**USE CAR'S EXHAUST TO CLEAN CUSHIONS**

Use the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dirt and dirt are blown through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions.

## Yesterday's Radio

Serving Packard Owners  
Around The World

Australia		Norway
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Belgium		South Africa
Brazil		Spain
Canada		Sweden
England		Switzerland
Finland		Uruguay
Germany		U.S.A.
Iceland		
Mexico		
Netherlands		

23 Years

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.

Jerry & Joanne Vinarcik  
Phone 216-524-2018  
7759 Edgewood Lane  
Seven Hill, Ohio 44131-5902

Website [www.yesterdayradio.com](http://www.yesterdayradio.com)  
E-mail [jerry@yesterdayradio.com](mailto:jerry@yesterdayradio.com)

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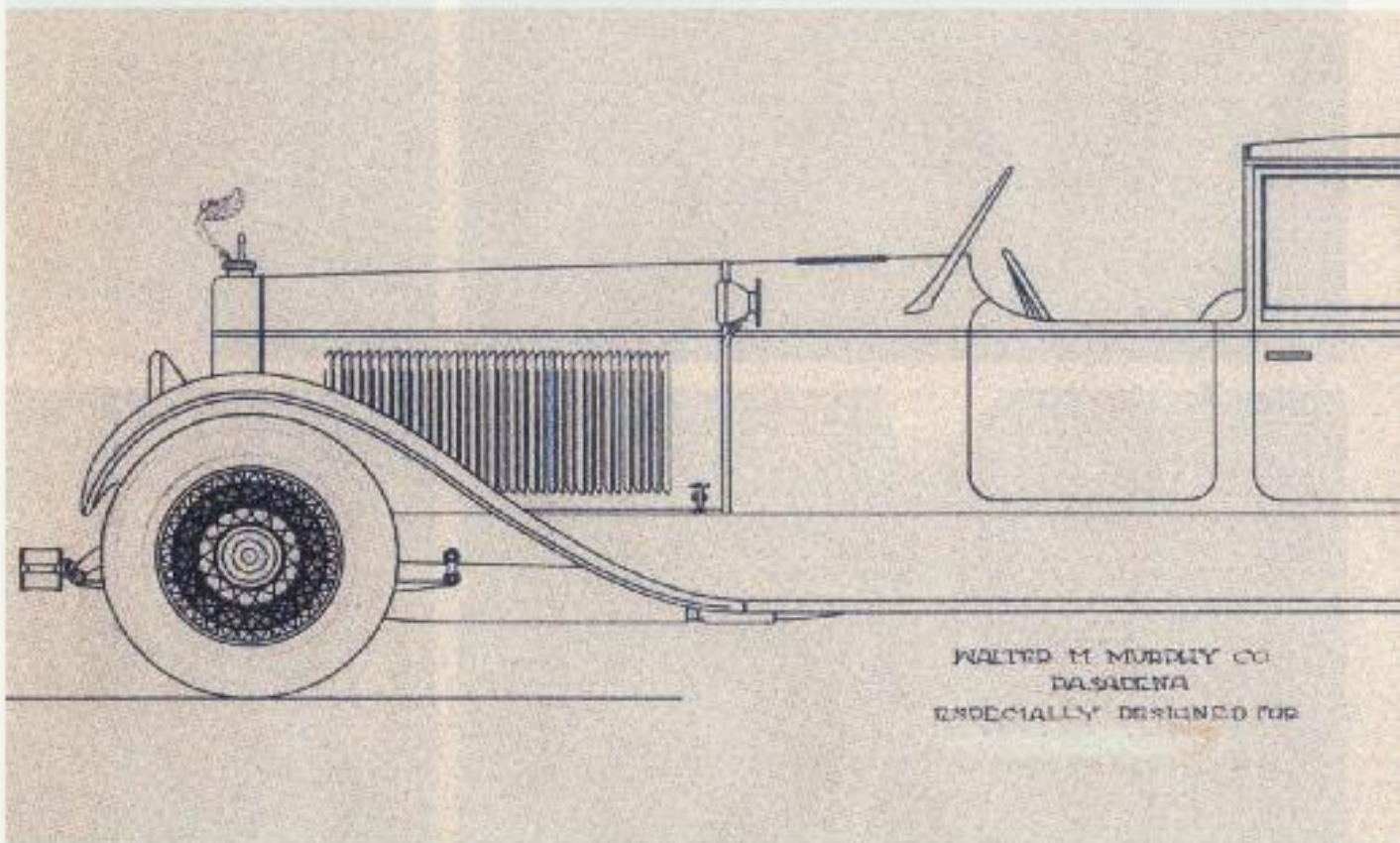
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## Deco Diva Town Cars

### *Wealth on Wheels: Part I*

BY WALT GOSDEN • PHOTOGRAPHS COURTESY OF THE WALT GOSDEN COLLECTION

**T**hey were the most expensive cars an owner could buy—even if they knew full well they would most likely never drive them. They were town cars, a body style that epitomized wealth.

Town car orders delighted custom body builders, as this was the most costly body they could build. Depending on the details selected by the car owner, such as elaborate cloth and fancy woodwork for the interior, along with additional amenities, the price would increase accordingly—and astronomically.

Town cars would most often be found near large cities, or on vast country estates that were within reasonable proximity. This body style blatantly stated that the person sitting in the rear seat not

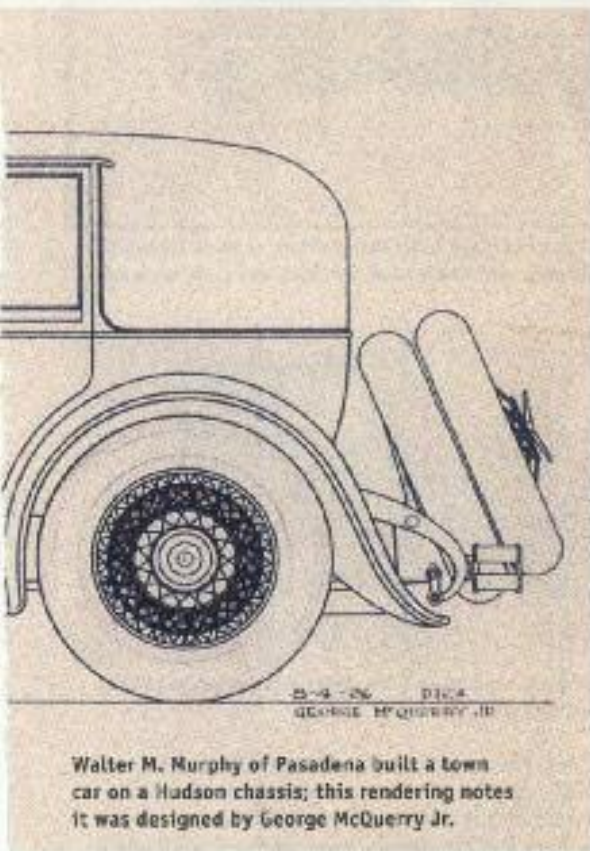
only had the financial means to afford a chauffeur to drive them about, but took the extra measure to have the “hired help” sit outside, removed from them.

Driver and passenger were separated by a pane of glass; they weren’t even under the same roof.

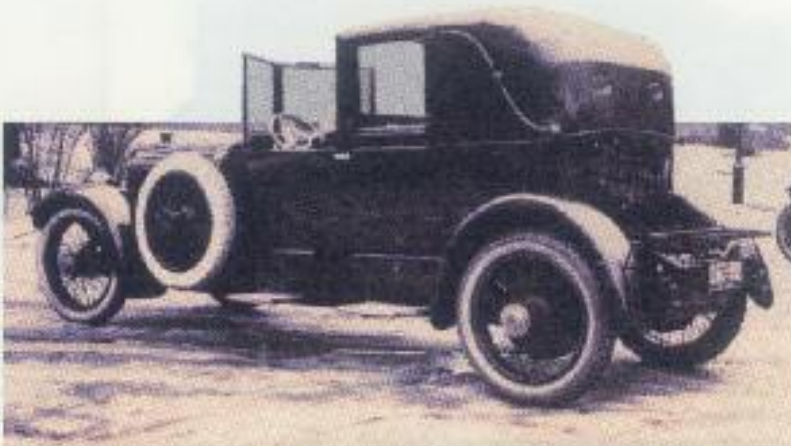
The town car went by many names and was available on more chassis types than one can imagine—these were not just the enormous luxury cars we have come to associate with the name.

Early town cars very much resembled the coachwork that had previously been seen on horse-drawn carriages. This was true even for the shape and style of the fenders and the location of lamps to aid visibility for easy entry and egress after dark. Most horse-drawn carriages featured flat mudguards (AKA fenders) that were steel frames covered in





Walter M. Murphy of Pasadena built a town car on a Hudson chassis; this rendering notes it was designed by George McQuerry Jr.



1917 Biddle with coachwork by F.R. Wood of Brooklyn, New York. Note the individual step plates.

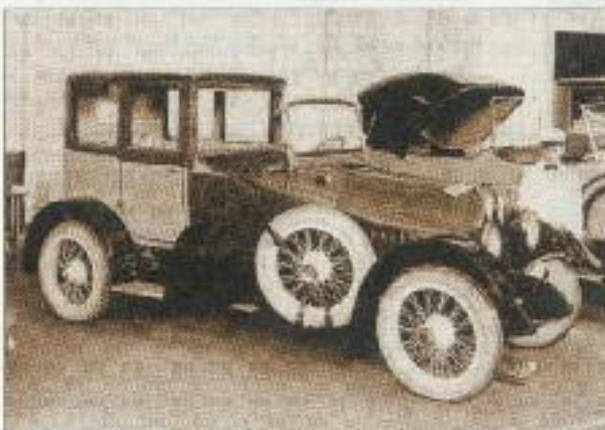


Locomobile model 48, circa 1917, with coachwork by deCausse. The narrow cowl section saw the emergency brake handle mounted outside the body.



leather, meant to hinder the muck off the unpaved dirt roads from splashing up onto the body. A common design was the "six fender style," which was also adapted to automotive use. The archaic-looking mudguards soon went out of fashion as the styling of car fenders developed along with the coachwork, but they did not fall out of favor completely. William K. Vanderbilt Jr. had a Lincoln Model L town car built for his wife in 1928 that used the leather-covered fenders, and as late as 1938, the Derham Body Company built a town car for a customer with that same flat styling.

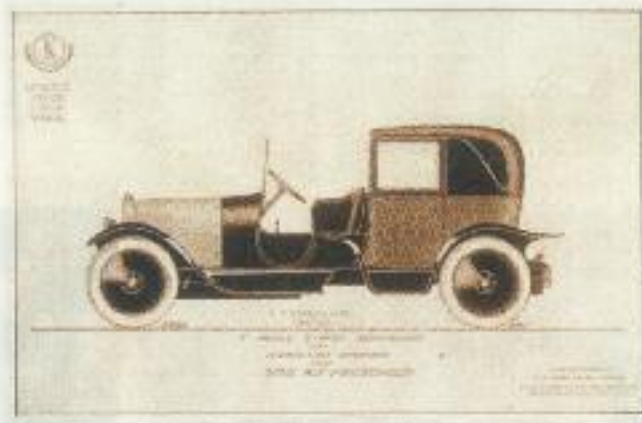
Prior to the 1920s, the glass panel between the chauffeur and his passengers at the rear was usually a fixed unit. Communication was usually by telephone in the back and a speaking tube up front—



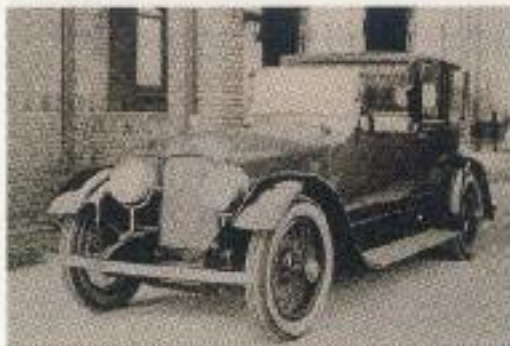
This Daniels V-8 town car was on display at the New York Salon at the Hotel Commodore in Manhattan in 1919; it was a six-fender style in three paint colors with cane detailing.



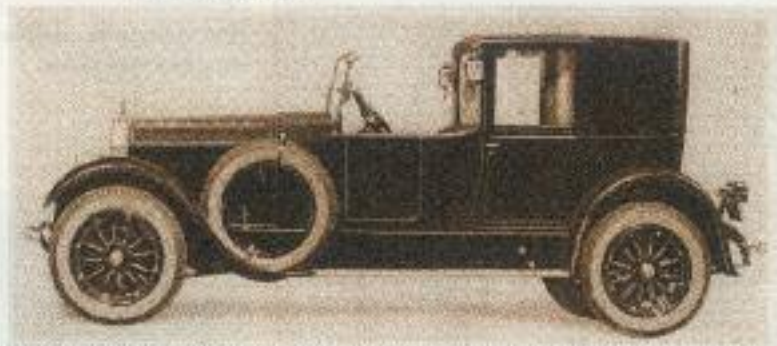
1920 Cadillac town car was built for actor Jack Pickford by coachbuilder Don Lee in California, and featured coachlamps made by Tiffany.



C.P. Kimball & Co. of Chicago built this six-fender town brougham on a Cadillac chassis, with half-doors up front and cane work on the rear section.



1921 Duesenberg model A with Fleetwood coachwork was on display at the New York Salon and cost \$8,800.



Pierce-Arrow dual-valve six chassis saw Locke & Co. build a town car body that was also fitted with drum headlamps.

A close-up view of the front compartment of a Marmon 34 town car built by Willoughby.



one way—from owner to driver. There were also other means and devices for communication, too, though. A buzzer was commonly used in Brewster bodied cars in the 1925-'33 era, and more elaborate systems involved the use of a panel that would light up to specify where to go: Right, Left, Home, etc.

Eventually, the division window was designed to open, and became either a sliding panel with the glass divided vertically at center (each half sliding over the other) or a drop division with a handle to manually crank down a single glass pane. The sliding panel was less costly to build and allowed extra room below for the accommodation of thicker jump seats. The drop division required additional work to create the tracks for the glass to slide down. Furthermore, the top of the glass had to be beveled and polished to eliminate sharp edges and a chain and gear mechanism fabricated to raise and lower it.

The chauffeur's area in the front had a windshield similar to those used on roadsters and touring cars. Some early examples lacked doors or had half-doors akin to the style used on the horse-drawn coachwork. The roof covering for inclement weather was stored in a panel above the division glass or in a front door panel; it rolled out and snapped to the top of the windshield and the edge of the body above the division glass.

As the styling of the coachwork progressed, the chauffeur's area soon had full-length doors. There were side curtains for weather protection and, in time, roll-up windows became standard equipment. By the 1930s, side curtains were hardly ever used,

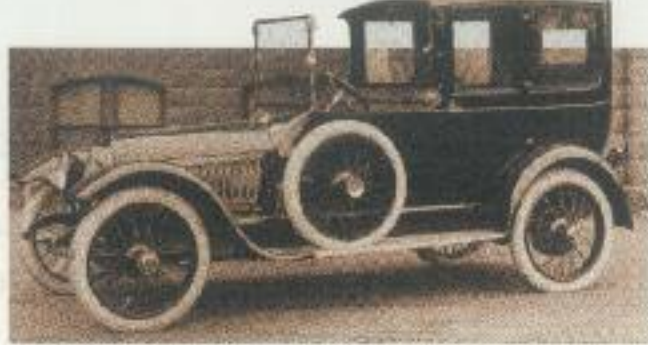
having been replaced by a better-designed protection system for the front compartment retractable roof that was developed to keep the area more water-tight. The design progressed to a point where the front roof compartment, when enclosed, blended seamlessly with the rest of the roofline and the car's styling so it looked like a formal sedan.

Opera and coach lamps were often fitted to town cars that were used in cities. If the owners of the town car attended the theatre, at the performance, the city street would be choked with formal cars waiting to transport their owners to their next destination. It could be confusing or difficult to immediately distinguish one's own particular leviathan from someone else's. Coach lamps eased identification. They did not provide a lot of light, as most were small, but they were beacons that set one car apart from others in their configuration. They were located on the body near the top of the B-pillar, just aft of the rear door at the top hinge area, or occasionally at the center of the body just above the division window. Many lamps had the glass in one or two colors to further aid quick recognition.

Most town cars were also built with either a blank rear quarter or small window behind the rear door. If it was a blank quarter, faux landau bars could be added, and these most often were painted—they were not polished or plated, as a number of current owners who have restored these cars have done. The rear window was usually smaller than those on a sedan. In the mid- to late Twenties, many were a small oval shape or even a



Holbrook Co. of Hudson, New York, built this stylish town car on a Marmon 34 chassis.



Willoughby built many bodies on the Chandler chassis during the Teens era, including this town car.

pair of circles. The chauffeur frequently did not have a rearview mirror in the center of the windshield; if there was a mirror there, it was fairly useless due to the blind panels of the coachwork not having much or any glass area at all.

At extra cost, the rear section of the roof behind the doors could also be designed to fold open in fair weather. This landaulet effect was perfected by Brunn & Co. of Buffalo, New York, who built many bodies with this feature. If a car was so equipped, then the external landau irons were functional, and not just a decorative styling element. By the mid-1930s, if a town car had a landaulet rear quarter top, the irons started to be concealed from view; they were located between the exterior leather or canvas top and the interior cloth liner. Latches would lock the roof shut from the inside with the top in the raised position; these were plated or even painted to match the color of the upholstery. The interior headliner material and side panels on a landaulet were heavier in weight than a regular headliner, as this material had to withstand being folded and then unfolded to resume a solid shape.

The rear compartment interior could be conservatively plain or amazingly opulent. The majority of custom-bodied cars by the late 1920s had the interior hardware, such as window cranks, door handles, dome lamps, footman loops, etc., supplied by Harry A. MacFarland of 17 West 6th Street in New York City. MacFarland was located a couple of blocks away from the headquarters building for the extensive operations of the Packard Motor Car Com-

pany of New York, which was a frequent customer. Brewster & Company, located just across the East River in Long Island City, used hardware supplied by MacFarland almost exclusively, as did the Derham Body Company of Rosemont, Pennsylvania, which was also a good customer. MacFarland's chief competition was the Joseph E. O'Brien Manufacturing Company, located on nearby West 63rd Street. Both companies furnished vanity cases in addition to the body hardware.

Most suppliers for interior fabrics had offices in New York City, with their manufacturing plants located elsewhere. Shelton Looms specialized in mohair cloth, while Weise & Company and Schumacher & Company offered a variety of fabrics and cloth for closed cars. B. Altman was known for its flagship department store at Fifth Avenue and 34th Street, but they also wanted part of the automotive market and always advertised in the salon souvenir catalogs to let the car owners know they supplied robes, pillows and foot muffs, and bragged they were "outfitters to Isotta Fraschini."

Elaborate interior trimmings could be ordered with mother of pearl inlay, be made of exotic woods, or be inset with silver and gold wire. Some rear compartment interiors went to the extreme, being outfitted with handmade needlepoint upholstery that would add tremendously to the final cost of the car. To subtly let the world know who owned the car, owners often added their monogram to the rear door molding. A painted set of initials was \$5, and a pair of metal ones was \$10. ☛



The rear compartment of a Rollston town car featured elaborate woodwork.



This 1920 Cadillac sales catalog illustration shows the chauffeur's compartment open and enclosed with side curtains.



## 1939 CADILLAC-LASALLE ACCESSORY GROUPS

	PRICES
LaSalle Group B .....	\$20.25
LaSalle Group BG .....	29.50
LaSalle Group AR5 .....	27.75
LaSalle Group ARG5 .....	37.00
LaSalle Group AR6 .....	29.25
LaSalle Group ARG6 .....	38.50
LaSalle Group AD .....	36.25
LaSalle Group ADG .....	45.50
Cadillac Group A .....	28.50

### ACCESSORIES INCLUDED IN GROUPS

<b>B</b>	<b>BG</b>
Flexible Wheel	Flexible Wheel
Automatic Lighter	Automatic Lighter
License Frames	License Frames
	Grille Guard
<b>AR5</b>	<b>ARG5</b>
Flexible Wheel	Flexible Wheel
Automatic Lighter	Automatic Lighter
License Frames	License Frames
5 Trim Rings	5 Trim Rings
	Grille Guard
<b>AR6</b>	<b>ARG6</b>
Flexible Wheel	Flexible Wheel
Automatic Lighter	Automatic Lighter
License Frames	License Frames
6 Trim Rings	6 Trim Rings
	Grille Guard
<b>AD</b>	<b>ADG</b>
Flexible Wheel	Flexible Wheel
Automatic Lighter	Automatic Lighter
License Frames	License Frames
4 Wheel Discs	4 Wheel Discs
	Grille Guard
<b>A</b>	
Grille Guard	
License Frames	
4 Wheel Discs	

PRINTED IN U. S. A.

# ACCESSORY PRICE LIST



**CADILLAC MOTOR CAR DIVISION**  
General Motors Sales Corporation  
**DETROIT, MICH**

DECEMBER 1, 1938

## CADILLAC-LASALLE ACCESSORIES

<b>AUTOMATIC BATTERY FILLER</b>			
All series except 39-50.....	\$ 7.50		
<b>AUTOMATIC CIGARETTE LIGHTER</b>			
39 LaSalle and all 38 series.....	2.25		
<b>COOL CUSHION</b>			
All series.....	2.95		
<b>FIXIBLE STEERING WHEEL</b>			
LaSalle, series 39-50.....	15.00		
<b>FOG AND ADVERSE WEATHER LIGHTS</b>			
All series (pair).....	14.50		
<b>GLARE SHIELD</b>			
All series.....	1.50		
<b>GRILLE GUARD</b>			
All 39-38-37 series.....	9.50		
<b>HEATER-DEFROSTERS</b>			
Ventilating Heater-Defroster			
Series 39-50-61, 608, 75.....	31.50		
Ventilating Heater-Defroster			
Series 39-90.....	36.50		
Rear Compartment Heater			
Series 39-38-75, 90.....	32.50		
Heater-Defroster			
Series 39 and previous.....	26.50		
<b>HINGE MIRROR</b>			
series.....	4.50		
<b>ILLUMINATED VANITY MIRROR</b>			
All 39-38 series.....	6.50		
<b>LICENSE FRAMES</b>			
All 39 series (pair).....	3.00		
<b>LUGGAGE</b>			
Gentlemen's Aviator.....	35.00		
Ladies' Aviatrix.....	35.00		
Wardrolette.....	42.50		
Sport Bag.....	15.00		
Aerolite Case.....	18.50		
<b>MISCELLANEOUS</b>			
Blue Coral.....	2.50		
Blue Coral Sealer.....	1.00		
Blue Coral Prophylactic.....	\$ 1.00		
Dust Mit.....	.65		
Body Polish (pint).....	.60		
Bulb Kit.....	1.10		
Chrome Cleaner (pint).....	.60		
Fabric Cleaner (pint).....	.60		
Flashlight.....	1.80		
Glass Cleaner.....	.45		
Handy Brush.....	2.00		
Moto-Pack.....	6.85		
Radiator Inhibitor.....	.75		
Tire Gauge.....	1.00		
White Sidewall Tire Cleaner (pint).....	.60		
<b>NO-ROL</b>			
All 39-38 series.....	11.00		
<b>RADIATOR INSECT SCREENS</b>			
LaSalle series 38-37-50.....	2.25		
Cadillac series 38-37-60, 65, 75.....	2.50		
<b>RADIO</b>			
Automatic for all 39 series, installed complete with Vacuum or Running Board Aerial.....	69.50		
Rear Compartment Radio (\$79.50 price does not include body preparation fee averaging \$30.00).....	79.50		
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Fleetwood cloth and crushed plush or alpaca	50.00		
Pillow to match.....	8.00		
Monograms.....	5.80		
Double Alpaca robe in brown or gray.....	30.00		
Alpaca and plush robe in brown or gray....	30.00		
<b>SCUFF PADS</b>			
All 39-38-37 series.....	1.50		
<b>SEAT COVERS</b>			
All series (per seat).....	8.25		
<b>SPOTLIGHT</b>			
All series.....	18.50		
<b>WHEEL DISC—(Chrome)</b>			
All 39 series (each).....	4.00		
<b>WHEEL TRIM RINGS</b>			
All 39 series (each).....	1.50		
<b>WINDSHIELD WASHER</b>			
All 39-38 series.....	6.75		
Winter solution.....	.25		

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# ORCCA Regional Annual Meeting, November 4, 2012

By Gary Rosenthal

The ORCCA Regional Annual Meeting, held at Stan Hywet, far surpassed our expectations. Fifty-five people enjoyed the delicious and plentiful catered dinner. Present were: Morrie and Wendy Dannenhirsch, Mike and Jane Dube, Dave Miller, Bob Porter, Bob and Kathy Girardi, Dave Johnson, Dave Currie, Dick and Marilyn Roddie, Gary and Marcia Rosenthal, Al and Mary Zamba, Rudi and Joan Kamper, Carl and Georgia Hummel, Margus Sweigard, Jerry and Jean Gentner, Norm and June Cangey, Frank and Ann Beard, Bob and Diane Brown, Al and Diane Truelson, Dave and Dawn Heinrichs, Bruce and Norma LaPierre, Joan Virostek, George and Marge Strom, Jim and Gail Cowin, Larry and Katy Ciganek, Dave and Jane Schutz, Dan and June Lunblatt, Matt and Melanie Harwood, and Robert Yund.

The meeting and transfer of directorship from Gary Rosenthal to Dave Heinrichs went well. Many awards were given. The tables and room were beautifully decorated for the season by the excellent catering staff.

After an excellent and abundant dinner, we were invited to visit the magnificent Stan Hywet mansion. The beautiful rooms and furnishings and the vintage clothing on display were outstanding. Our members were treated so well by the Stan Hywet staff that we all felt that we were the personal guests of the Seiberlings in the 1920's.

Since I am writing this report, I would like to mention that I have been honored to have been your director and hope you have enjoyed our club as much as Marcia and I have. My best wishes to Dave Heinrichs, who is a very dedicated member of our club. I am sure you will be very pleased with his leadership.

Thanks for a memorable two years. I look forward to seeing you at future ORCCA events.



*Davie Currie, David Miller, Bob Brown*



*Margus Sweigard, David Currie, George & Marjorie Strom*



*June Cangey, Jean & Jerry Gentner, Al & Mary Zamba*



*Dick Roddie, Marty Tabone, Marilyn Roddie, Alberta Tabone, Norma & Bruce LaPierre*



*Georgia & Carl Hummel*



*Kathy & Bob Girardi, Joan Virostek*

**Annual Meeting. . . continued**



*Dave Johnson, Jim & Gail Cowin, Dan & June Lunblatt*



*Al & Mary Zamba, Maria & Gary Rosenthal*



*Ann Beard, Katy & Larry Ciganek, Wendy & Morrie Dannenhirsh,  
Frank Beard*



*Jean Gentner, Diane & Al Truelson, Bob Brown*



*Matt & Melanie Harwood, June & Norman Cangey, Jane & Mike Dube*



*Joan & Rudy Kamper, Dawn Heinrichs, Jane Schultz, Dave Heinrichs,  
David Schultz*



*Gary Rosenthal & Al Truelson presenting awards*



*Outgoing Director Gary Rosenthal introducing New Director Dave Heinrichs*

# Holiday Party December 9, 2012

The annual Holiday Party was held at Todaro's Party Center in Akron. We again joined forces with the Northern Ohio Chapter of the AACCA. Besides the good food, we were entertained by easy listening music from "Cadillac Mike". Mike and Carol Azzarella have a big sound system that they have used for past Stan Hywet and Hale Farm shows, as well as last years' Holiday Party. Car of the Day was given to Mike Kochilla for his original 1935 Packard Standard 8 sedan.



*Christmas decorations at Todaro's*



*Dave Grainer, Phil Masters, Bob Girardi at the Hors d'oeuvre table*



*Bernie & Sarah Golias*



*David Schultz, National CCCA President with  
Dave Heinrichs, Local President*



*Dave Currie, Sue & Mike Kochilla*



*Dorothy & Jim Battenhouse*



# Holiday Party continued



*Marilyn Toth, Joan Kamper, Dawn Heinrichs, Jane Schultz, Pam Wolff*



*Steve & Jenny Perry, Jane Dube*



*Norm Cangey, Marcia & Gary Rosenthal, Joe & Ann Marie Platten*



*Joe & Anne Marie Platten, June Cangey, Diane Truelson*



*Morris & Wendy Dannenhirsh*



*Joe Platten, Harry Wolk, Gary Rosenthal*



*"Car of the Day," Mike Kochilla's original 1935 Packard Standard 8*



*The Cadillac Sound Machine*

# Oregon Adventure CARavan Sept. 7-16, 2012

**By Christine Snyder**

We waited all summer for our trip to Portland and the "Oregon Adventure" CARavan. Another train trip awaited us. However, even though we had made reservations in May, there were no deluxe bedrooms available out-bound from Chicago to Portland. Therefore we had to travel first to Los Angeles and then take the Coast Starlight overnight up the west coast from Los Angeles to Portland. It took a day longer, but what a beautiful trip along the Pacific coast.

We were picked up at the train station by Coordinator Howard Freedman and his wife, Evelyn, who would drop us at our hotel and give us a chance to view the Classic he was lending us (with Jim and Gail Cowin). What a nice car! A 1948 Cadillac 75 Fleetwood Limo. It would behave impeccably during the next week of touring.

The opening banquet was held at the Sheraton hotel, followed by an orientation meeting. We would find out that we would be traveling through various terrains over a vast part of Oregon – almost 1,000 miles total.

Saturday the four of us took off in the '48 Cadillac for a scenic tour up the Columbia River Gorge. What a geologic wonder! Evidence of the widespread volcanic activity in the area was to be seen throughout the gorge.

We took a side trip to view the nice collection of Bill and Mary Jabs. Then it was on to the Columbia Sternwheeler for a luncheon cruise. We then toured to Hood River for the night.

Sunday we headed south through the fruit and wine country with lunch at the beautiful Timberline Lodge, built in 1936 with WPA money, with views in the distance of Mt. Hood and other snow-capped peaks in the Cascade range.

On our way to Bend, our destination for the next two nights, we drove along the east side of the Cascades, past several major volcanoes: Mts. Hood, Jefferson, Three Sisters, Bachelor and Newberry. At dinner that evening we were pleased to see that Phil and Patty Grisham were joining us. The couple live close to Bend in Sisters (where authorities were fighting a wildfire at the time). We were able to see the fire from the road on the way into Bend. The next day, our free day, we, the Cowins and Grishams had dinner together in the neat Old Mill area of Bend. During that day we opted to take the guided tour to the Lava Lands and the High Desert Museum.

We faced a long driving day on Tuesday – 195 miles. The highlight of the day would be a tour around Crater Lake, a caldera of an ancient volcano, Mt. Mazama. The

lake is one of the highest and deepest in the U.S. Its surface is at 6,173 feet and it is 1,943 feet deep. We were given box lunches to enjoy at one of the many picnic areas around the lake.

Wednesday we drove to Grants Pass, where we enjoyed a thrilling jet boat ride down the Rogue River through Hellgate Canyon to the OK Corral for a Bar-be-cue dinner.

On Thursday we headed west toward the Pacific coast on the Redwood Highway. We went into California to visit the Jedidiah Smith Redlands State Park where we saw some awesome giant sequoias. We stopped on the coast in Gold Beach for a great seafood lunch and we were treated on our drive up the coast to several hundred seals barking below us on the rocks.

Friday we continued up the beautiful Oregon coast, stopping for a delightful group lunch, al fresco, at Sportsman Cannery on the harbor at Winchester Bay. We spent the night in Newport, with dinner in the very interesting Newport Oregon Coast Aquarium, with entertainment by a great jazz band.

Saturday, September 15, saw us heading inland, once again, on our way back to the Portland area. On our way to the evening stop in McMinnville we stopped for a bus tour of a local winery. Ken Wright, the owner of several pinot noir vineyards, gave an interesting talk on the importance of the soil and bedrock on the type and quality of the wine. We were then served lunch in Ken Wright's warehouse where we were able to taste the \$100 a bottle wine!

Our final banquet that evening was at the Evergreen Aviation and Space Museum. This museum is the final resting place of Howard Hughes' giant Spruce Goose airplane, and we were able to dine under its wings. Final awards were presented and Oregon Region member, David Charvet presented an enjoyable magic act. Our thanks to Howard and Evelyn Freedman, George and Sylvia Potter and all their committee for going above and beyond the call of duty for organizing one of the best CARavans ever.

We parted with our pals, Jim and Gail Cowin, as they were flying back to Ohio, and we got driven back to the Amtrak station for our direct train back to Chicago where our car was parked. All in all, a memorable adventure.

Ohio Region members participating were: Jim and Gail Cowin, Bill and Chris Snyder and Carl and Georgia Hummel

## Oregon CARavan *continued*



*Chris & Bill Snyder & Gail & Jim Cowin at the Jedediah Smith Redwoods State Park*



*Frank Arms 1948 Town & Country Sedan*



*Bill & Mary Jabs 1934 Packard 1104 Conv. Coupe*



*Howard Freedman's 1948 Cadillac 75 Limo driven by Bill & Chris Snyder & Jim & Gail Cowin*



*Bill Burchett's 1928 Packard 443 Phaeton at the Temberline Lodge  
(Car is similar to mine)*



*Johnny Crowell's 1932 Cadillac V-16*

Dear Fellow CCCA Editor:

Many of you know me as the editor of the Indiana Region's "Hoosier Horn." Well, I do have a day job. As the Director of Development for the Kokomo Automotive Museum, I wanted to share with you an upcoming event that might interest your readers. From February 8 to May 1, 2013, the Museum will be hosting a special exhibit "Ask the man who owns one – The Golden Age of Packard 1925-1947." This will feature three Full Classic Packards, supplemented by three non-Classic Junior cars. The Full Classics will be provided by Indiana Region CCCA members. Please print this press release as is, or modify it for your usage in your publication. I want to spread the word to as many Packard fans as possible.

Thank you for your help.

Jeffrey Shively, Director of Development, Kokomo Automotive Museum

Member – Classic Car Club of America

P.S. I understand the irony of a Cadillac guy choosing to make his first special exhibit about a Packard, but please give me a hand!



Compliments of Carl Hummel and



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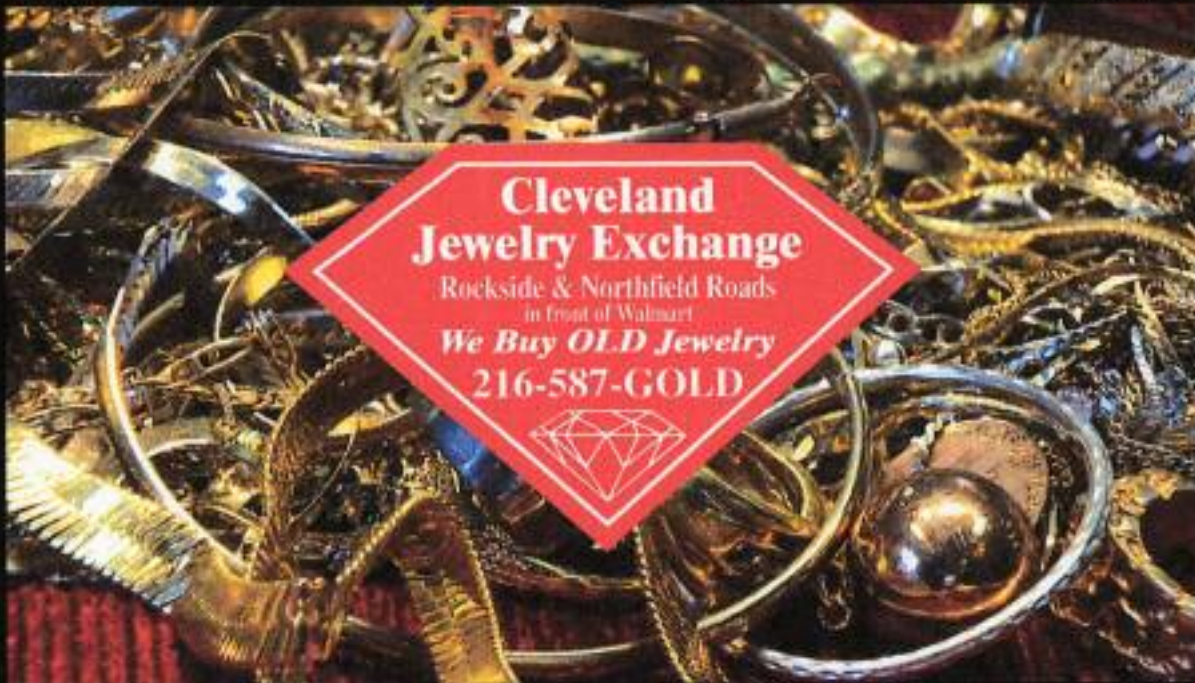


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