

Northern Lights

Ohio Region
Classic Car Club of America



Volume 60-1

Spring 2014



1940 Buick Series 80 Limited

Board of Managers, Ohio Region

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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

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2012 AWARD SUMMARY

Armington Trophy - Given for the best members Full Classic at Stan Hywet.

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

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

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

Rodway Trophy - Most Improved Classic

Bayowski Trophy - Most Improved Classic by a member

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

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

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

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

COMING EVENTS

2014

January 8-12	National Annual Meet, Naples FL
February 23	Theater Party, Hudson
March 2	Thirsty Dog Brewers, Akron
April TBD	Tech session
May TBD	Medina area tour
June 15	Stan Hywet Annual Car Show
July 11-12	Dublin (Columbus), Annual Car Show
August TBD	Clockfest
September 4-7	Ohio Region Grand Classic, Sawmill Creek, Huron
October 5	Clambake, Willoughby Hills
November TBD	Annual Meeting
December TBD	Holiday Party

COVER CAR

The cover car is a 1940 Buick Series 80 Limited convertible sedan, belonging to Doug Seybold of Westlake. Whereas the Series 90 has always been a Classic, only recently has the Series 80 joined the ranks. The main difference is the length of the two cars. The Series 90 was on a 140" wheelbase, where the Series 80 used a 133" chassis. This model, 81-C, produced 230 cars for domestic sales and 20 for export. It cost \$1952 and weighed 4540 pounds. Sidemounts were standard. Its 320 cubic inch straight 8 engine produced 141 horsepower. This model car was in the final airport scenes in the movie "Casablanca".

UPCOMING BOARD MEETINGS

First Monday of Each Month

February 3 Dave Heinrichs, Columbia Station

March 3 Norm Cangey, Fairview Park

April 7 Bobbi Girardi, Brunswick Hills

May 5 Bob Porter, Lakewood

June 2 Matt Harwood, Twinsburg

July 7 Jim Battenhouse, North Olmsted

August 4 Gary Rosenthal, Chagrin Falls

September 8 Al Truelson, Litchfield

October 6 Margus Sweigard, Willoughby Hills

November 3 Annual Meeting TBD

December 8 Joan Virostek, Hudson

Director's Chair

Happy New Year!

By the time this message arrives to ORCCCA members, we find ourselves in the midst of an Ohio winter. It certainly arrived on time and so far reminds me of winters of my childhood when once it got cold and snowy, it stayed that way until spring.

2013 saw a once-in-a-lifetime event with National holding the Re-Discover America Caravan to celebrate the 100 year anniversary of the Lincoln Highway. ORCCCA was well represented with all participants making the complete journey!

We had a wonderful Holiday party on December 8 with 34 members attending and lots of great food and socializing.

Your Board of Managers is hard at work planning an event filled year. Our biggest and most important event planned is that we are holding a "Grand Classic" the weekend of September 5, 6 and 7 at the Sawmill Creek Resort in Huron. We are going to start the year off in February with Joan Virostek's annual theatre/dinner event. (More info coming soon.)

Let's all make 2014 the year that we get our "Classics" out and share them with all those interested in this great era that they represent. Please remember that it's our membership and participation that makes this such a great club!

Dave Heinrichs, ORCCCA Director

Buick Celebrates 100th Anniversary of first car sold in August of 1904

By Les Jackson

Following World War II some of the automobile pundits dubbed some Nash and Packard models as "bath tubs". We never heard that term applied to Buicks.

However, the first Buick company got its start as a result of the porcelain bathtub. The process had been developed by David Dunbar Buick. He sold the bathtub company in 1899 and started focusing on the gasoline engine.

Buick Manufacturing Co. was reorganized in 1902 where the valve-in-head engine was developed, but probably not by Mr. Buick himself. After several fits and starts of production the company sold its first car in August of 1904. Later that year William Crapo Durant took over running the company.

David Buick left the company four years later. In the early 1920's he formed the David Dunbar Buick Corp. and produced one Dunbar car. He could no longer use the Buick name for his car. No more Dunbars were made. He died in 1929 at 74 years of age. He was said to be impoverished.

In the meantime, Durant used the highly successful Buick company to create General Motors.

Series 90 Buicks from 1931 through 1942 qualify as Full Classics[®]. From 1936 through 1942 they also carried the label of "Limited". In one year, 1940, Buick also produced a Series 80 Limited and a few years ago it was added to the list of Full Classics[®].

The latest CCCA directory

indicates there are 129 Full Classic[®] Buicks among the membership.

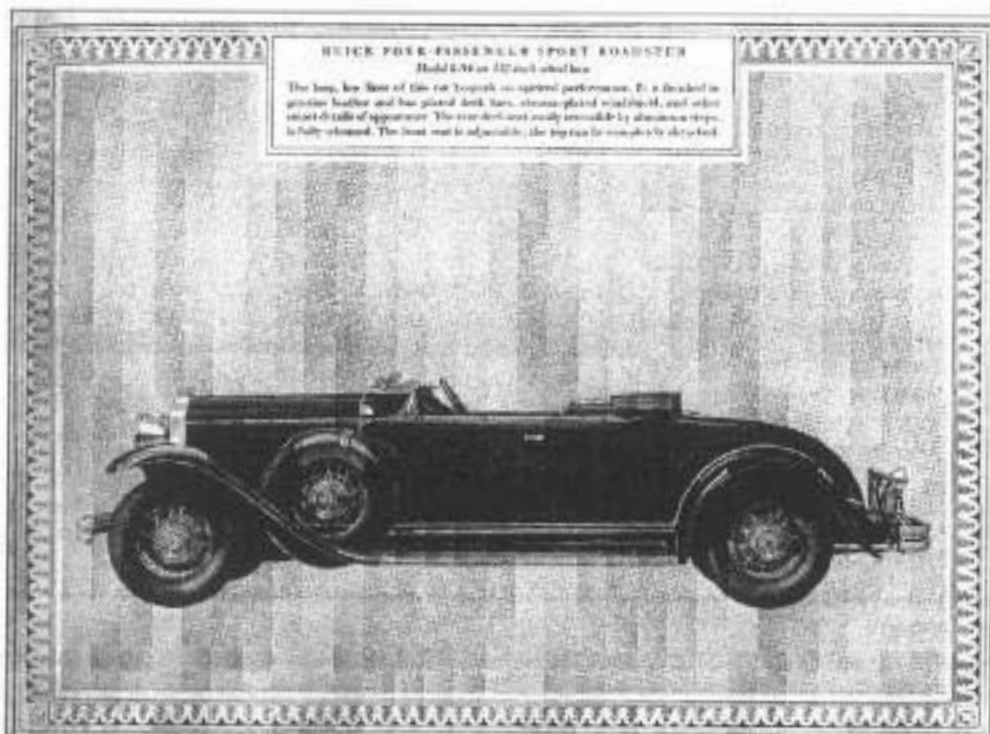
We skip to the first year of a Full Classic[®] made by Buick: 1931. In 1931 the Series 90 offered a choice of 8 different bodies, more than in any other series Buick offered that year.

Prices were from \$1610 for the sport roadster to \$2035 for the 7 passenger limousine and all of the cars weighed more than 4,000 pounds. Total production of Series 90 models was 25,503.

Models were 7 passenger sedan, 7 passenger limousine, 4 door 5 passenger sedan, 2 door 4 passenger sport roadster, 7 passenger 4 door phaeton, 2 door 5 passenger coupe, 2 door 4 passenger convertible coupe, and 2 door 4 passenger country club coupe.

The 1932 models of the Series 90 dropped the sport roadster and added a 2 door 5 passenger

(Continued on page 5)



The 1931 4 passenger sport roadster included a rumble seat for 2. It rode on a 132" wheelbase. Upholstery was leather. Engine was a 77 horsepower straight 8 with 220.7 cubic inches displacement.

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phaeton. This was the only year of this design, which was also available in the Series 50 and Series 60 for 1932.

(See the article on page 28 of *The Classic Car* for Spring 2004 about *this* car.)

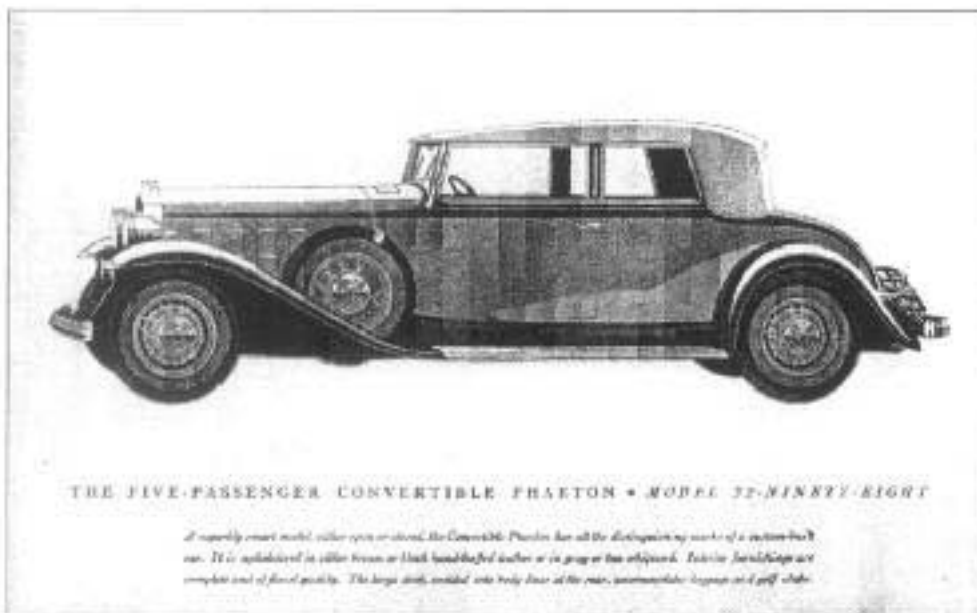
The Depression had reached what turned out to be

vertible 4 door phaeton. Buick advertised "knee action" independent front suspension with stabilizer bar to combat side sway. There was also a vacuum booster to assist the mechanical brakes.

The 1935's were very similar to those of the prior year as were the models offered. The automatic choke was included in 1935 models.

It was in 1936 that the various series number designations were augmented with names and the Series 90 added the Limited name. However, the model choices shrunk to two eight passenger sedans and two 6 passenger sedans. Hydraulic brakes were used for the first time in Buicks. A number of other makes had been using them for years.

In 1937 the Limited still had wood and steel bodies, as did the Roadmaster Series 80 (nc) even though most other GM cars had the all steel "turret top" since 1935. Models offered were the same as the prior year. The radio antenna was hidden under the



The 5 passenger 2 door convertible was only offered by Buick in 1932 among the General Motors cars. This is the Series 90 Full Classic®. A similar design was available from Chrysler and DeSoto among other non-GM makes and in smaller Buick series.

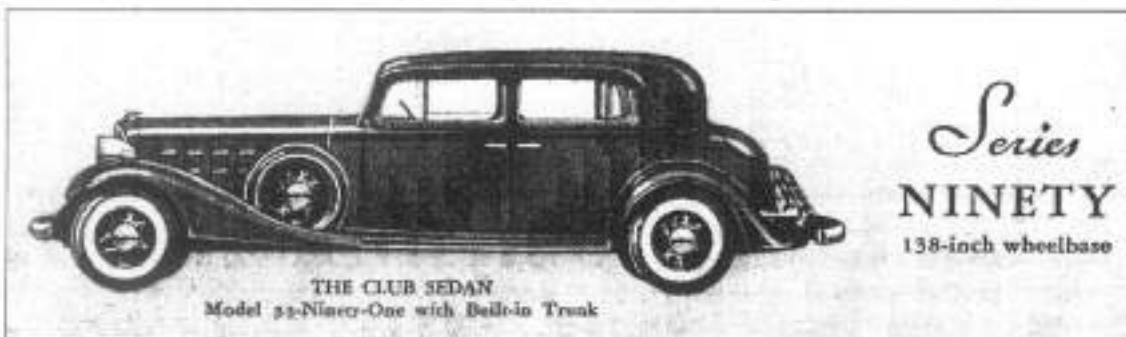
its lowest point. Buick only offered 5 models in the 1933 Series 90: a 4 door 7 passenger, a 7 passenger limo, a 4 door 5 passenger club sedan, a 4 door 5 passenger sedan and a 2 door 5 passenger Victoria coupe. The synchromesh transmission was introduced. Wheelbases were up to 138".

In 1934 three models were added to the Series 90 line: the convertible coupe, sport coupe and con-

running boards.

In 1938 there were only 3 models: 6 passenger 4 door sedan, 8 passenger sedan and 8 passenger limo. Wheelbase was up to 140". All four corners of the car had coil springs.

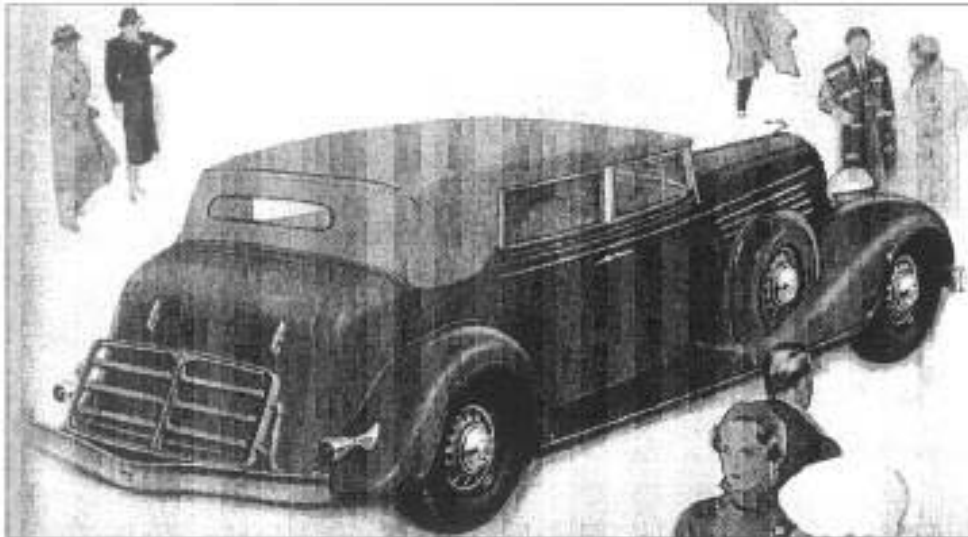
The three models were also offered in 1939. This is the year Buick introduced direction lights in the rear of the car.



The 1933 Club Sedan was the most popular Series 90 for the year with 1,639 sales. The engine was 113 horsepower straight eight.

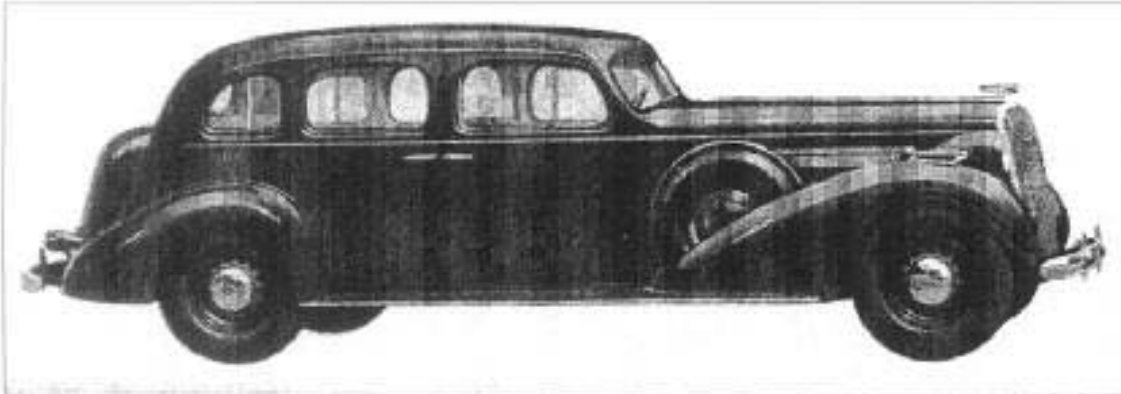
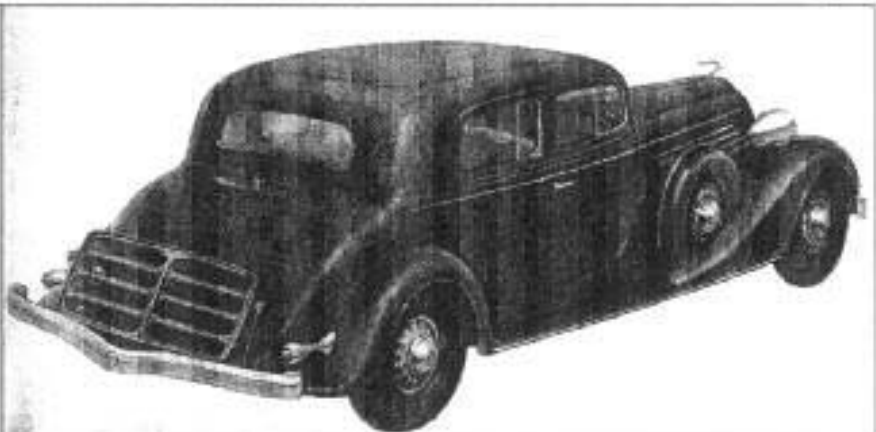
The next year, 1940 was one of the most fascinating for Buick Full Classics®. The Series 90 Limiteds were the same three as the prior year. What was new this year was the Series 80 Lim-

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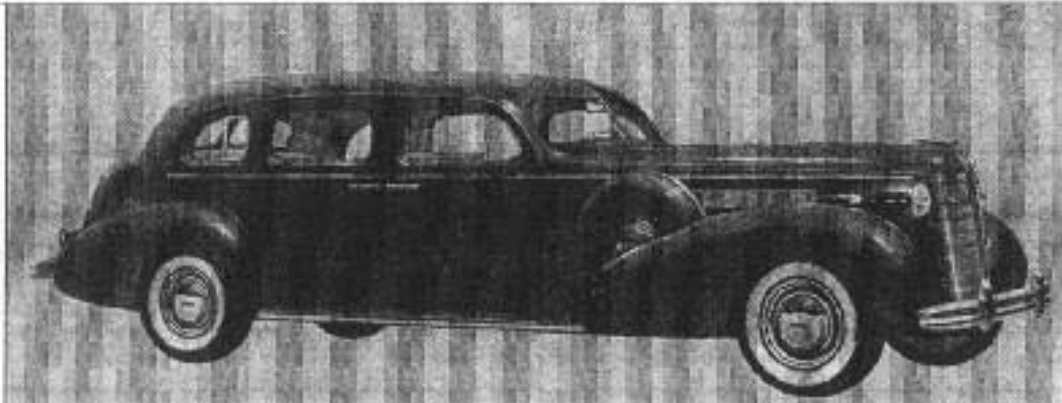
Back in the lineup for 1934 Series 90 was the convertible phaeton. It came with a built-in trunk and with dual side mounts. Only 138 of these beauties were built. The 1935 series 90 Buicks were almost identical to the 1934 cars.

The 1935 Victoria Coupe Series 90 sold only 32 models. The body of the (nc) Series 60 was virtually the same as that of the 1935 Cadillac Series 10 Full Classic® both with 128" wheelbases. The Series 90 Buick body on a 136" wheelbase was about the same as the Cadillac Series 20 Full Classic®.



The 1936 newly named Limiteds were a choice of three big 4 doors. This is the 8 passenger Sedan Limousine on the 138" wheelbase. The engine developed 120 horsepower.

The primary difference in the 1937 Limited Formal Sedan for 6 passengers (right) and the Limousine is that the limo accommodated 8 passengers. Wheelbase was the same as 1936, but horsepower was increased to 130.



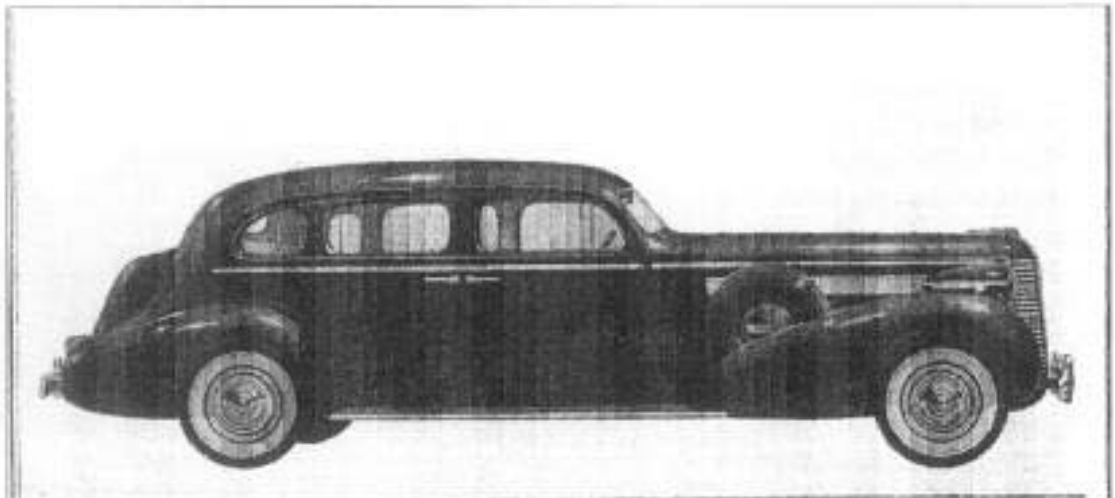
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ited. The prior year the Series 80 was a Roadmaster, but in 1940 the Roadmaster became a Series 70.

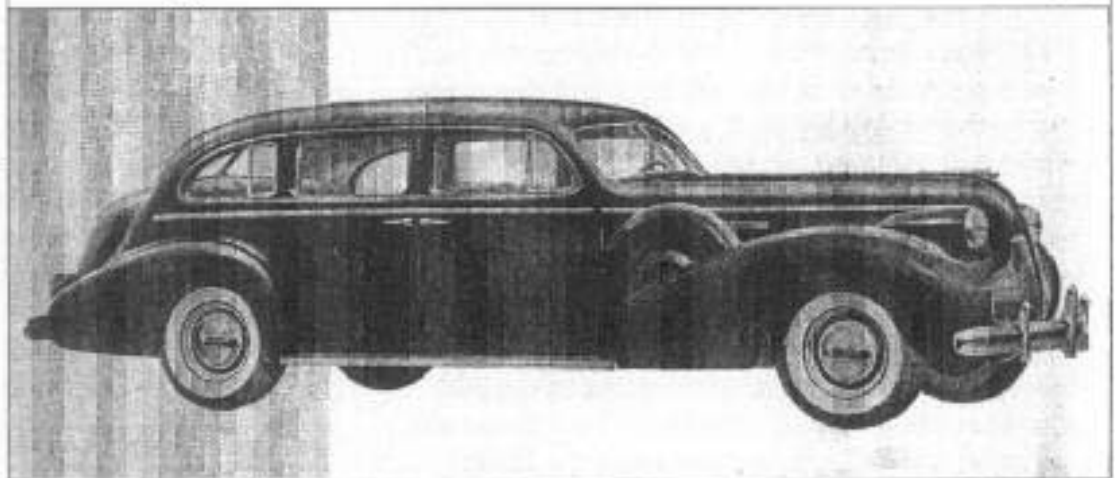
The new Series 80 Limited, which lasted only the one year, offered 6 body styles, including 3 fastbacks. The fastbacks were the phaeton, sedan and the formal sedan. Those three bodies were also offered in the traditional notch-back design. The Series 80 Limited was not designated as a Full Classic® until the mid 1990's although the Series 90's had been recognized by CCCA for many years.

In April 1940 Buick advertised in *The National Geographic* a "Townmaster" sedan with an open chauffeur section for \$3895. It was "Custom Built for Custom Service," and available for special order with body by Brunn on a Roadmaster chassis. If such a car still exists, and if it was ever built, it would surely qualify as a Full Classic®.

It was in 1940 that Buick also advertised that a famed English car builder bought a new Limited each year, disassembled it and checked for product improvement ideas. It was widely thought this referred to Rolls-Royce. In 1940 direction lights were added to the front of the car.



The 1938 Limited 8 passenger 4 door touring sedan with trunk back (above). This was the most popular model in Series 90 as 644 were produced. (Below) A "roomy compartment" was built into the back of the front seat to store small suitcases and other items in this 6 passenger 4 door touring Sedan in the 1939 Buick Limited Series 90.



Custom Built FOR CUSTOM SERVICE

Available in the open-top or closed-top form, the Townmaster is built on the Buick Roadmaster chassis.

With its 141-horsepower engine, it is the most powerful Buick ever built. It is also the most powerful Buick ever built, with a 141-horsepower engine.

It is a custom built car, with a custom body by Brunn. It is a custom built car, with a custom body by Brunn.

As a Buick, it is built on the Buick chassis, with a Buick engine and Buick transmission. It is a Buick, with a Buick name.

Best Buy Buick!

The ad from the April, 1940 *National Geographic Magazine* for the special order Townmaster. The Roadmaster chassis had a 141 horsepower engine.

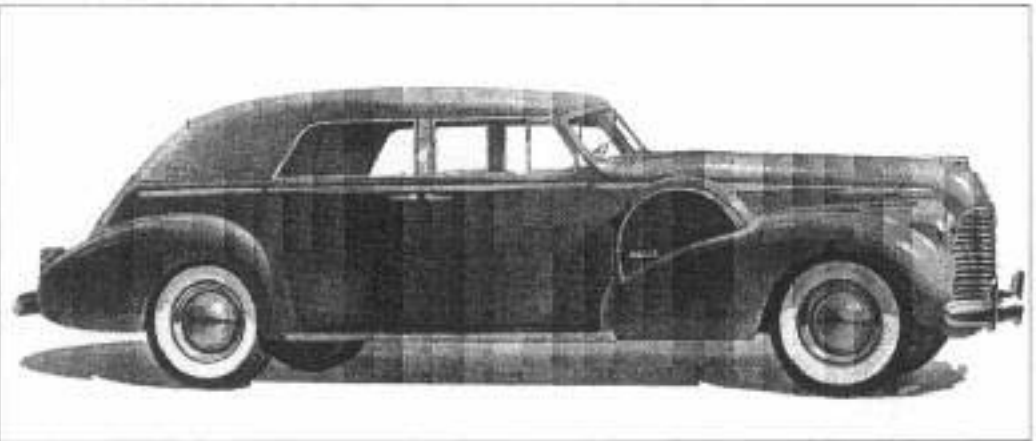
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It was in 1941 that Buick really invaded Cadillac territory by offering four custom models with bodies by Brunn. The story is that the Cadillac management prevailed on GM top brass to stop Buick from continuing these custom models. The models were Town Car (with open chauffeur compartment), the 4 door phaeton, the Custom Landau and the Brougham.

The Brougham is described in some of the Buick literature as having a "full-folding rear top," however, in the main Limited catalog it describes the top as "solid...finished...with leather and chrome plated irons, giving it the appearance of a convertible model." It appears that production and sales promotion departments were not communicating in late 1940 about the new 1941 models.

Buick advertised the Limited as "a car not so much exclusively for the wealthy as for those who have learned the wisdom of investing in the best the times can produce." It added: "built to out run, out style, out perform, and out value the finest automobiles America has previously offered."



One of the rarest 1940 Series 80 Limiteds is this Sport Convertible Phaeton with plain back. Only 7 were produced. In contrast the convertible with trunk back counted 250 cars. The Series 80 Limited rode on 133" wheelbase compared to 140" for the Series 90. Both had the same 140 horsepower straight eight engine.

The Limited at \$2360 cost, 165 horsepower and 4680 pounds was direct competition for the Cadillac 67 series \$2735, with 150 horsepower and weighing 4678 pounds.

The Buick Limiteds for 1942 reverted to the four big four doors with 6 and 8 passenger touring sedans, the 6 passenger formal sedan and the 8 passenger limousine. The story goes that GM offered Cadillac the choice of front fenders that ended in a tear drop shape or the front fenders that extended to the rear fenders. Cadillac chose the tear drop shape which they used in 1942 and several years after WW II. Buick happily selected the Cadillac reject. In 1942 the front

fenders of the 2 door cars in Roadmaster Series 70 (nc) and the 2 door cars in the Super Series 50 (nc) extended to the rear fenders. The other Buick Series use front fenders not unlike those of the 1941 Cadillac Sixty Special except for the chrome trim.



Have you ever seen one of these? Was it actually produced? From the 1941 Buick catalog is this Limited Custom Landau, body by Brunn. It was described as "A car of unusual adaptability...with a full-folding rear top." It was one of 4 Brunn-bodied customs cataloged.

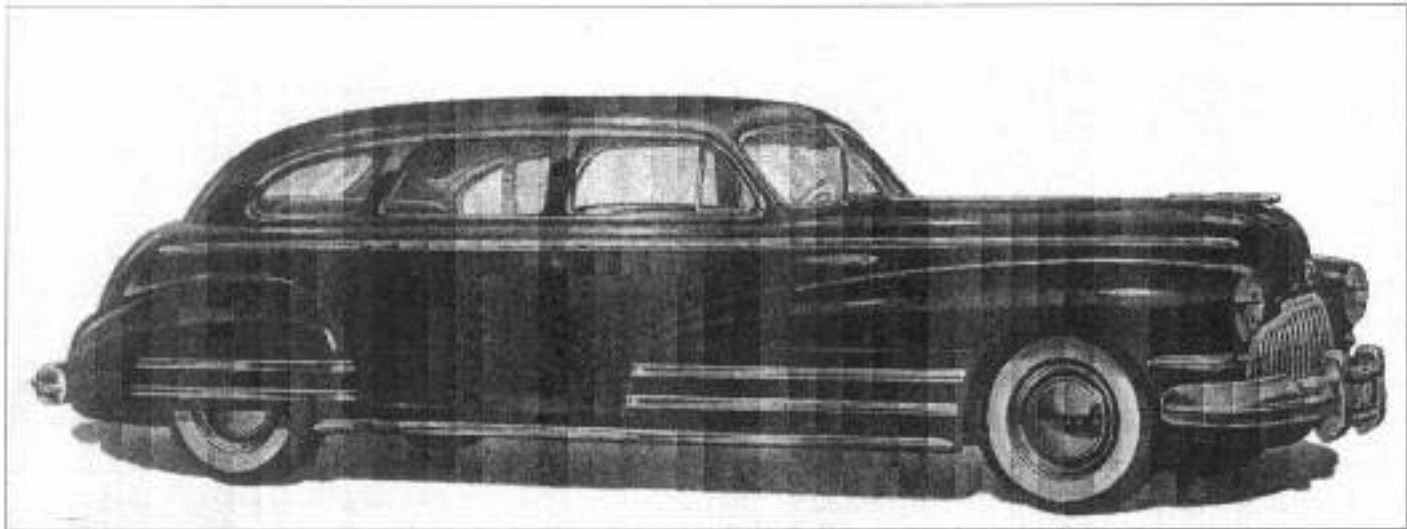
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Sources:

Third Edition *Standard Catalog of American Cars 1805-1942* by Beverly Rae Kimes and Henry Austin Clark, Jr., 1996 Krause Publications, Inc.; *The Specification Book for U.S. Cars 1930-1969* by G. Marshall Naul, Motor-

books International, 1980; *The Production Figure Book for U.S. Cars*, by Jerry Heasley, Motorbooks International, 1977. *Old Cars Weekly*, Krause Publications, Inc.; *The National Geographic Magazine*, April 1940, National Geographic Society.



Production of 1942 models ended in February of that year due to World War II. This is the 1942 Limited limousine for 8 passengers, of which 250 were produced. Wheelbase was 139". The engine was the straight eight 165 horsepower power plant which was also used in the non classic Series 60 Century and Series 70 Roadmaster models.

'40 BUICK COVER CAR



1937 Ford Housecar from article in “Old Cars” Magazine

Submitted by Joan Kamper

One of only six said to have been made per year in the mid-'30s at the Ford plant in St. Paul, Minnesota, according to an article on this car in a 1993 “Old Cars” magazine article. Very few others - perhaps none - remain on the road, and certainly not in such amazing original condition. (The only other known example that I heard of was supposedly housed in the Henry Ford Museum in Dearborn, Michigan. But that turned out to be an early 1920s Model T conversion the curator told me. He said he'd never seen anything like this '37!)

When discovered in a garage (under a heavy cover) in Northern Minnesota in August 2001, she had only 19,000 miles, and the owner's manual was actually still in the glove box in like-new condition! She had always been garaged and treated with much TLC as a collector vehicle.

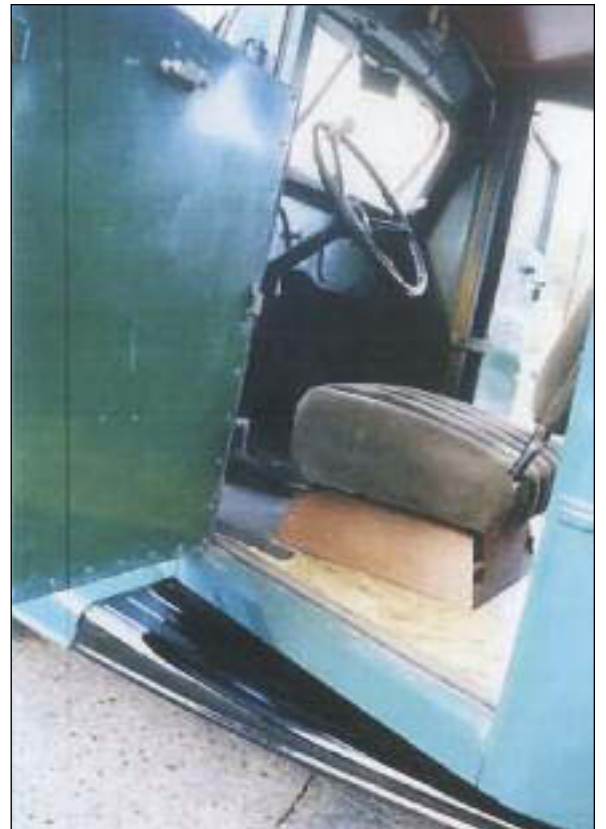
A peak inside: a slice right out of the 1930s . . . just as the original owner left it. All the windows open, with curtains on the four side ones and pull-down shades on the back window, as well as on the driver's and passenger door windows. A wide storage cabinet is located under the bed.

The interior, all wood lined, was still the way it appeared in the '30s and '40s, complete with framed photos of the original owner on his travels (mainly to Florida) and his cabin in the North Woods, plus and other memorabilia from the

era. Built on the '37 Ford Pickup frame and cowl (powered by a 60-hp flathead V8 with aluminum heads), the rear framing is all wood, with the metal skin wrapped around it. The roof structure, too, is all wood, over which the heavy, waterproofed canvas top is still very securely fitted. The structure of the body is solid, appearing from underneath to be all oak, and still in a remarkably unaltered, undamaged condition. The door frames are thick, solid oak, and oak is visible around the window openings (as on the four side windows in back) - though it is painted over,

The Ford was a big hit at this campground once we got that great old flat head V8 hummin'! Note her expanding roof and the original dark green color, which had been repainted. I figure the canvas roof was originally painted in reflective silver to keep it from getting too hot inside. All four side windows open, while the back one tilts out to three positions. The windshield also tilts open at the bottom for natural AC while driving. Here are a few shots of her in August 2001, out on the road in the Chippewa National Forest north of Grand Rapids, Minnesota . . . practicing for her next adventure: “Destination Wave Crest 2001.”





1931 Marmon Sixteen

Submitted by Ron Wakefield, San Diego

Here are the pictures of our next-door neighbor Ferris Padgett (great name, huh?) and taken by me in about 1955. As I recall, he eventually sold the car to the Harrah Collection; at this point it was utterly unrestored, and of course only about 24 years old. Ferris died sometime within the last decade.

Ferris' wife was named Flay. Not Fay, FLAY.



Appalachian Woodlands Caravan

September 26-29, 2013

Jim and Gail Cowin of Cambridge hosted an Ohio Region CCCA long weekend tour of Southern Ohio on September 26-29. Participants met at the Salt Fork Lodge outside of Cambridge, which is the largest state park east of the Mississippi. Forty-nine CCCA members and guests from Indiana, Michigan, Pennsylvania and Ohio connected with old friends and new before having dinner at the lodge.

After having an early breakfast on Friday, we left the Lodge on back roads for the trip to Marietta, Ohio's oldest settlement on the Ohio and Muskingum Rivers.

Our first stop along the way, however, was a bus tour of the Dickinson Cattle Ranch, 2000 acres devoted to the research and breeding of long horned cattle.

After the tour, we headed to Barnesville for lunch at the Victorian Mansion Historical Museum. We toured the museum and picked up box lunches at the museum's gazebo. Beautiful and unusual woodwork is in the mansion, which is surrounded by other elaborate historical homes. Then it was on to Marietta, on back roads considered to be one of the top ten scenic roads in America.

"Back roads" they were. Beautiful scenery, but the twisting roads, uphill and down dale, dictated leisurely speed. We checked out a covered bridge. As it was a warm and sunny day, convertible tops were down on several cars. Walter Blenko's 1913 Rolls Royce, the oldest car on the trip, more than kept up with the more "modern" cars.

The tour continued to Marietta, Ohio's oldest city, where we were to board a sightseeing boat for a three hour trip and dinner on board. The city was settled in 1787 by officers in the Revolutionary War. The young government couldn't afford to pay them for their service, so they were given land grants to settle the area in the new Northwest Territory.

The next morning we toured the Campus Martius Museum. The docent was very informative about the early days in Marietta. The museum itself was quite impressive. When finished, we toured the Castle Mansion nearby, a very grand home indeed.

Lunch was on our own. Your editor remembered eating at a restaurant overlooking the Ohio River in past trips through the area, so he did that with passenger Brad Dean, and afterwards checked out a couple of antique shops in the area. Nice selections!

We then headed back to Salt Fork for lodging, going through several small towns. One of them was having a car show down-

town, so we naturally stopped to check it out.

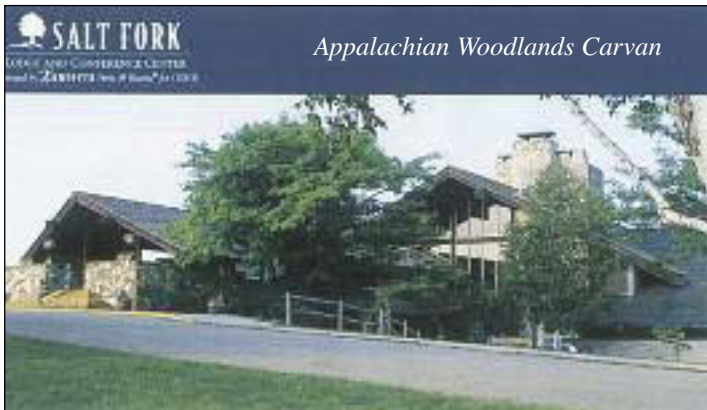
Dinner that night was in a private room at the Lodge. The next morning we caravanned to Jack and Nancy Dunning's home in Cambridge. The two level garage is most impressive! Jack had just acquired an original Duesenberg limousine that appeared to be in fine shape.

From there, we drove north of town to the home of Jim and Gail Cowin. To say they are in the country would be an understatement. However, we were all impressed upon entering the spacious home, which is on a lake. Gail was in charge of the kitchen, and turned out a delicious brunch for us. We reluctantly left for home after a wonderful weekend. Thank you Jim and Gail!

Participants - 24 Cars on the Road

Adams, Dale & Josie	1931 Nash 8, 890, Club Sedan
Barthel, Lee & Floy	1936 Pierce Arrow 8, 1601 Sedan
Bayliff, Thomas & Roseanne	1931 Packard 840 Club Sedan
Blenko, Walter	1923 RR SG Albany Dual Cowl Tourer
Brown, Bob & Diane	1941 Cadillac 60 Special
Cowin, Jim & Gail	1941 Packard Convertible 160 Coupe Group Leader
Crites, Dale & Sharon	Passenger/Pumphrey
Davis, Bill	1933 Rolls Royce Phantom Continental
Dean, Bradley	Passenger/Porter
Hanlon, Dan & Debbie	1940 Packard Super Eight Convertible
Jidov, Kent & Amy	Passenger/Barthel
Johnson, David	1941 Packard Super Eight Deluxe Convertible
Klein, John & Elaine	1931 Duesenberg 8, J-472 Convertible Victoria Rollston
Melton, Roger/Beverley Martin	1948 Lincoln Continental 12, Cabriolet
Pryce, Dick & Nancy	1941 Buick Limited
Peterson & Owsley	1937 Cadillac Convertible Sedan 7529
Porter, Bob	1949 Chrysler Town & Country
Leibensperger, Bob & Donna	1940 Cadillac 75 Convertible Sedan
Pumphrey, Larry & Carol	1937 Packard 12 1508 Limousine
Rosenthal, Gary & Marcia	1941 Cadillac 60 Special
Sutphen, Tom & Tamea	1957 Rolls Royce
Tareshawty, Gene	1940 Packard Darrin
Timmons, David & Rachel	1939 Rolls Royce 6, Wraith Limousine, Windovers
Wallace, Steve & Charlotte	1940 Cadillac Convertible Coupe
Wolf, Andy and MaDonna	1947 Super Clipper
Wolff, Lee & Pam	1941 Packard 160, Convertible Coupe
Williams, Bruce & Mary	1932 Marmon 16, phaeton, Waterhouse

Fall Tour . . . continued



Appalachian Woodlands Caravan

Salt Fork Lodge



Tour to Marietta



Time to relax



Entering Locks



The Valley Gem, our tour boat



W.P. Snyder, Stern Wheeler waiting for restoration



Chow Time!



"Cruising down the River . . . "

Fall Tour . . . continued



Cambridge Glass Museum



Classics at Cambridge Glass Museum



Docent explaining process of glass blowing



Castle mansion in Marietta



Interior of oldest house in Marietta



Oldest house in Marietta on Campus Martius Museums



Lee & Floy Barthel, Jim Cowin, Kent & Amy Jidov



Docent at Campus Martius Museum in Marietta

Fall Tour - Barnesville . . . continued



Leaving Barnesville



Classics in formation in Barnesville



Boxed lunches served at Museum's Gazebo



Distinctive Architecture



One of several mansions in Barnesville



Almost hidden



Barnesville Museum



Wonderful woodwork in Barnesville Museum

Fall Tour - Saturday Dinner . . . continued



*Tom Sutphen, Bob Brown, Tamea Sutphen, Diane Brown,
Rachel & Dave Timmons, Larry Pumphrey*



Pam & Lee Wolff, Dick Owsley, Ms. Peterson



Debbie & Dan Hanlon, Gene Tereshawty



New Member Walter Blenko, Marcia & Gary Rosenthal



Saturday Evening Dinner at Salt Fork Lodge



Charlotte & Steve Wallace, Brad Dean



MaDonna & Andy Wolf, Tom Bayliff, Jim & Gail Cowin

Fall Tour - Dunning's Garage Tour . . . continued



Jack Dunning's 2 story Garage



A corner of Jack Dunning's Garage featuring a 1929 Auburn Speedster, a mid-20s Kissel, and a '51 Ford convertible



Tom and Tomea Sutphen's 1947 Rolls Royce



Circular Drive



Walter Blenko's 1923 Rolls Royce



Bill Davis' 1933 Rolls Royce



John and Elaine Klein's 1931 Duesenberg



Bruce and Mary Williams' 1931 Marmon Sixteen

Fall Tour - Cowin's Brunch . . . continued



The Cowin property overlooks the lake



Nancy Dunning, Ann & Gene Nau, Jack Dunning



*Bob & Diane Brown, Dick Owsley, Gene Tareshtawty,
Mary & Bruce Williams*



David Johnson, Andy Wolf, Jim Cowin



Bill Davis with Larry & Carol Pumphrey



Bob & Donna Leibensperger with Jim Cowin

ORCCCA ANNUAL MEETING

November 3, 2013

The clubs' Annual Meeting was held at the Holiday Inn in Independence on November 3. Besides having a nice meal, it's a time to hand out awards and announce new board members.

Those members who were retained in their capacity were President Dave Heinrichs, Head Judge Gary Rosenthal, Jim Battenhouse and Stan Hywet Coordinating Committee Margus Sweigard.

New members as Alternates are Melanie Harwood and Bobby Girardi.

We want to thank Joe Platten for his long time service as Secretary, as he is leaving the Board.

2013 Awards Summary-ORCCCA

Armington Trophy—Best members Full Classic at Stan Hywet—Margus Sweigard 1932 Buick Phaeton

W. W. Williams Achievement Trophy—Person who contributed the most to the club—Dave Heinrichs

Board of Managers Trophy—Most participation points—Gary Rosenthal

Northern Lights Award—Members choice of an article in The Northern Lights written by a regional member—Bob Porter

Good Joe Award—Joseph Virostek Memorial Trophy—Given in recognition of a good deed or act of kindness toward another club member professionally—Jim Cowin

Rodway Trophy—Most professionally improved classic—none

Bayowski Trophy—Most improved classic by a Owner—Dick Roddie

Paige Palmer Award—Person who has been a member three years or less and has contributed the most to the club—Melanie Harwood

ORCCCA Touring Trophy—Most miles driven in a year in a classic—Bob Brown—1598

Howard Davies Award—Past Director, Appreciation of leadership—none



Al Truelson & Dave Heinrichs handing our trophies



David Johnson, Dorothy & Jim Battenhouse



Marjorie & George Strom, Norm Cangey



Matt Harwood, Bob Brown, Margus Sweigard, Jerry Gentner, Norma LaPierre, Vickie Sweigard



Mike & Jane Dube, Joan Kamper

Annual Meeting. . . continued



Melanie & Matt Harwood, Margus & Vickie Sweigard



Steve Perry, Morrie & Wendy Dannenhirsh



Bobby & Kathy Girardi



Bruce & Norma LaPierre



Joe & Ann Marie Platten



Marcia & Gary Rosenthal



Ready & waiting for business



Officers of the Club: Norm Cangey, George Strom, Gary Rosenthal, Mike Dube, Dave Heinrichs

PAUL M. PUSTAY
3450 NORTH MERIDIAN ROAD • VERNON, OHIO 44682

September 10, 2013

Mr. Jeff Shively, Editor
Indiana Region Classic Car Club of America
4531 North Meridian Street
Indianapolis, Indiana 46208

RE: Our Meeting at the ACD Festival, 2013 in Elkhart Park on August 31st
Custom - Bodied 1935 Auburn

Dear Mr. Shively

Our meeting at the ACD Festival was very brief, and I would like to supplement the article I gave you, which was written by Messrs. Harry Wolk and Bob Porter and published by the Northern Ohio Region of CCCA. The article on the last page shows two photographs of the VanVooren designed Auburn, which were supplied by Mr. Erna. These two photos taken before the seller removed the engine, supercharger, split hood, etc. from car.

The two photographs you find enclosed herewith show the Auburn as it was when we purchased it. The Engine, Super-Charger, split hood and several other enhancements were removed, before purchasing it. My father-in-law, Geza Major decided that since the automobile's originality had been compromised, he had license to express his Ideas of how Custom Body 1935 Auburn could look.

The coach builder then tried to combine it's Auburn Heritage, with the design lines from a VanVooren styled, Hispano-Suiza, mentioned in the article in "Northern Lights, Ohio Region Classic Car Club of America" resulting in a one of a kind Custom- Bodied Auburn.

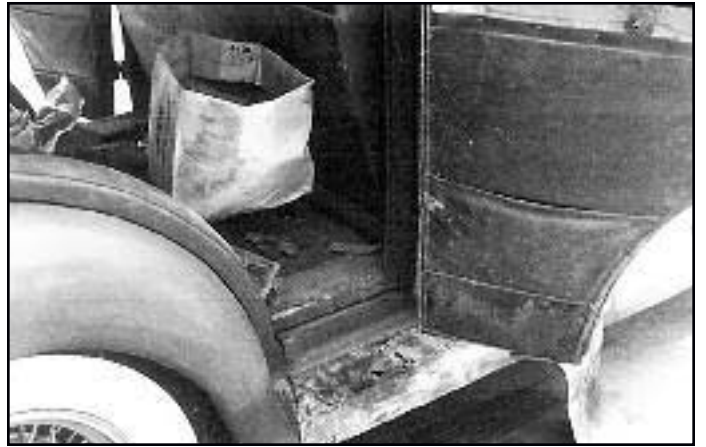
The chassis, engine and cowl was exported to France from the Auburn Factory. The Auburn still has Van Vooren body numbers stamped on several parts, along with French made Radiateur No. 8657.

This Auburn 851 today, represents how our father imagined how this automobile might look if Auburns had custom- bodies, similar to others cars of that era.

Thank you for the time you spent with us in Elkhart Park. We appreciate your interest in this *one of a kind custom -bodied Auburn Sport Salon.

Thanks also, to the Northern Ohio Region of the CCCA.

Sincerely,
Paul Pustay, ACD Club Member



Growing Up

Someone asked the other day, “What was your favorite fast food when you were growing up?” “We didn’t have fast food when I was growing up,” I informed him.

“All food was slow.” “C’mon, seriously. Where did you eat?”

“It was a place called ‘at home’,” I explained. “Mom cooked every day and when Dad got home from work, we sat down together at the dining room table. If I didn’t like what she put on my plate I was allowed to sit there until I did like it.”

By this time the kid was laughing so hard I was afraid he was going to suffer serious internal damage, so I didn’t tell him the part about how I had to have permission to leave the table. But here are some other things I would have told him about my childhood if I figured his system could have handled it:

Some parents NEVER owned their own house, never wore Levis, never set foot on a golf course, never traveled out of the country or had a credit card. In their later years they had something called a revolving charge card. The card was good only at Sears Roebuck. Or maybe it was Sears and Roebuck. Either way, there is no Roebuck anymore.

My parents never drove me to soccer practice. This was mostly because we never had heard of soccer.

I had a bicycle that weighed probably 50 pounds, and only had one speed (slow).

We didn’t have a television in our house until I was 19. It was, of course, black and white, and the station went off the air at midnight after playing the national anthem and a poem about God. It came back on the air at about 6 a.m. There was usually a locally produced news and farm show on featuring local people.

I was 21 before I tasted my first pizza. It was called “pizza pie.” When I bit into it, I burned the roof of my mouth and the cheese slid off, swung down, plastered itself against my chin and burned that, too. It’s still the best pizza I ever had.

I never had a telephone in my room. The only phone in the house was in the living room, and it was on a party line. Before you could dial, you had to listen and make sure some people you didn’t know weren’t already using the line.

All newspapers were delivered by boys and all boys delivered newspapers. My brother delivered a newspaper six days a week. It cost seven cents a paper, of which he got to keep two cents. He had to get up at 6 a.m. every morning. On Saturday, he had to collect the 42 cents from his customers. His favorite customers were the ones who gave him 50 cents and told him to keep the change. His least favorite customers were the ones who seemed to never be home on collections.

Movie stars kissed with mouths shut. At least they did it in the movies. There were no movie ratings because all movies were responsibly produced for everyone to enjoy viewing, without profanity or violence or most anything offensive.

If you grew up in a generation before there was fast food, you may want to share some of these memories with your children or grandchildren. Just don’t blame me if they bust a gut laughing. Growing up isn’t what it used to be, is it?

MEMORIES FROM A FRIEND

My Dad is cleaning out my grandmother’s house (she died in December), and he brought me an old Royal Crown Cola bottle. In the bottle top was a stopper with a bunch of holes in it...I knew immediately what it was, but my daughter had no idea. She thought they had tried to make it a salt shaker or something. I knew it as the bottle that sat on the end of the ironing board to “sprinkle” clothes with because we didn’t have steam irons. Man am I old!

Older than Dirt Quiz

Count all the ones that you remember, not the ones you were told about. Ratings at the bottom.

- Blackjack chewing gum
- Wax Coke shaped bottles with colored sugar water
- Candy cigarettes
- Soda pop
- Machines that dispensed glass bottles
- Coffee shops or diners with tableside juke boxes
- Home milk delivery in glass bottles with cardboard stoppers
- Party lines on the telephone
- Newsreels before the movie
- P.F. Flyers
- Butch wax
- Pea shooters
- Metal ice tray with levers
- Blue flashbulb
- Cork popguns
- Wash tub wringers
- Howdy Doody
- 45 RPM records
- S & H green stamps
- Mimeograph paper
- Roller skate key
- Drive-ins
- TV test patterns that came on at night after last show until shows started again in the morning
- There were only three channels
- Studebaker
- Packard

- If you remembered 0-5, you're still young.
- If you remembered 6-10, you are getting older.
- If you remembered 11-15, don't tell your age.
- If you remembered 16-25, you're older than dirt.

I might be older than dirt, but those memories are some of the best parts of my life.

Don't forget to pass this along, especially to all of your really OLD friends!



How many do you remember?

- Headlights dimmer switches on the floor.
- Ignition switches on the dashboard.
- Heaters mounted on the inside of the fire wall.
- Real ice boxes.
- Pant leg clips for bicycles without chain guards.
- Soldering irons you heat on a gas burner.
- Using hand signals for cars without turn signals.

TODARO'S PARTY CENTER

A new car show in the area! Todaro's Party Center in Akron/Cuyahoga Falls has been the location for some of ORCCCA's past functions. With the demise of the Glenmoor Concours, Mr. Todaro Jr. decided to have a car show of his own, in memory of his recently departed father. With the help of one of our members, Chuck Loper, they put on a marvelous show on September 22.

It was almost an impromptu affair, with Mr. Todaro casually extending invitations to people whose cars he liked at various shows. Chuck contacted sport car clubs, which turned out in force. In the end, there were about 300 cars on display, 32 of which were sports cars, mostly red Ferrari and Maserati. Members Dan Hanlon and Norm Cangey were there with their Classics, a '31 Pierce Arrow convertible and 1930 Packard convertible. Norm's former 1930 Marmon sedan was there with new owner.

Rumor has it that Mr. Todaro would like to make this an annual affair!



Todaro's Party Center, Cuyahoga Falls, September 22



Todaro's Party Center, Cuyahoga Falls, September 22



Doug Seybold's 1940 Buick (nc)



Norm Cangey's 1930 Packard



Dan Hanlon's 1931 Pierce Arrow



Norm Cangey's former 1930 Marmon

ORCCCA/AACA HOLIDAY PARTY

The annual joint ORCCCA/AACA Holiday Party was held at Brennan's Party Center in Cleveland on December 8. Music was supplied by Cadillac Mike, (who owns a 1951 Cadillac convertible). The buffet meal was very good, especially the desserts! Unfortunately, attendance was down from last year. There were 34 ORCCCA members and 20 from AACA. Hopefully attendance will improve in future functions.



Mike & Jane Dube, Jim & Kathy Capaldi



New Board Member Bobby Girardi & wife Kathy



Chuck Loper, Dave Heinrichs, Norm Cangey, Al Truelson



June Cangey, Dorothy Battenhouse, Jenny Perry



Margus & Vickie Sweigard, Jane & Mike Dube



Joe Platten, Gary Rosenthal, Phil Masters



Matt & Melanie Harwood with sons



Joan Kamper, David & Jane Schultz, Marcia Rosenthal

Historical rides are hot in Ohio

About 360,000 plates for vehicles age 25 years and older registered in state;
boomers emotionally tied to '60s cars

By Rick Armon, Akron Beacon Journal, Monday, Dec. 9, 2013
Submitted by Joan Virostek

Tom Ciccarelli can't imagine life without his red 1967 Ford Fairlane. His late father, Patrick, co-signed so he could buy it from the former Conn Ford.

Ciccarelli and his late wife, Carolyn, took memorable trips together to car shows. And the retired 66-year-old from Cuyahoga Falls plans to pass the prized possession – with only 29,000 miles – along to his kids when he's no longer around.

"Nobody could put a price on that, you know? he said. "I've had crazy offers on it and everybody looks at me and says, 'Why wouldn't you take the \$25,000 for that car?' You can't replace something like that." Such is the emotional attachment and passion people feel for their historical vehicles, especially in Northeast Ohio.

The Ohio Bureau of Motor Vehicles has issued about 360,000 historical plates statewide, with more than 151,000 based in Northeast Ohio. Overall, there are 11.8 million vehicles registered in the state. Vehicles only have to be 25 years old to qualify.

Cuyahoga County, the most populous in Ohio, leads the state with 31,147 historical plates, according to a Beacon Journal analysis of state data. Franklin is second with 23,963, and Summit is third with 22,225. Northeastern counties Stark (16,491), Lorain (12,392), Lake (10,892) and Mahoning (10,611) also are in the top 10. Medina is 11th with 9,262.

The number of historical plates issued doesn't surprise collectors. "Once you're a gearhead, it's in your blood," Rich Cragle, 44, of Springfield Township, said about the passion that comes along with owning an older vehicle. He has two pickups: a 1976 Ford F-150 and a 1975 Ford F-100.

Ciccarelli has owned "umpteens hundreds" of vehicles through the years: Cadillacs, Lincolns, Chevys, Pontiacs and Dodges. "You see something, you really like it, and you buy it," he said.

Plate History

Ohio started offering historical plates in 1953 for vehicles that were at least 35 years old. That restriction dropped to 25 years in 1973. Drivers pay a one-time fee, a little more than \$30, then don't have to renew the plate.

The only catch is that these vehicles are supposed to be used only in parades, tours and collector club activities and not for general transportation.

Because owners never have to renew the plate, BMV officials aren't sure if the 360,000 figure is an accurate representation of historical vehicles in Ohio. Some of those vehicles might have left the state or even been scrapped since the plate was issued, they said.



Tom Ciccarelli kneels with his 1967 Ford Fairlane 500 convertible



Jason Burdette, owner of a 1972 Ford Galaxie that has Ohio historical plates, has restored the vehicle as a Barbarton police car



Percy Grenfell of Cuyahoga Falls reads historical information on one of the cars in the antique car collection of Bob Jones.



Jason Burdette of Barbarton holds a Barbarton city plate and a vanity plate for the 1972 Ford Galaxie (background) he restored as a Barbarton police car.

Historical rides are hot in Ohio. . . continued

The number plates issued in Northeast Ohio isn't surprising, given its strong automotive history, said Derek Moore, the curator of transportation history at the Western Reserve Historical Society, which runs the Crawford Auto-Aviation Collection.

That history includes such former car companies as Peerless and Chandler, and current Ford and General Motors plants in the area.

"A lot of those people who work for car companies tend to be people who enjoy cars," Moore said. "So a lot of those people get into the collector-car hobby, and that's a big part of why Northeast Ohio is collector-car heavy, because of the history of this area."

Historical plate facts

Some interesting facts about historical plates:

- Vinton County in southern Ohio has the fewest with 253.
- Ohioans are most fond of vehicles from the late 1960s, with the top five years being, in order: 1966, 1969, 1967, 1965 and 1968.

- The most popular decade for historical vehicles is the 1960s, with 113,926 plates issued.

"That doesn't surprise me because of that baby boomer generation," Moore said. "The '60s is probably their first cars as young adults, and they are going back and living that nostalgic era of their life and trying to find the cars that they owned when they were younger.

"And also there's an abundance of American cars in the late '50s and '60s era. Those are the cars that have survived, along with the 'muscle car' era."

- Five plates are issued to vehicles built in the 1800s.
- Chevrolets rule.

BMV records are poorly kept when it comes to brand and model identification. Some brands, for example, are entered as "CHEVY" and others as "CHE." Many don't even list a model.

But there are at least 105,633 Chevrolets and 73,928 Fords with historical plates. Pontiac is the third-most popular at 17,217.

Historical?

Some of the vehicles with historical plates might not match your vision of a historical vehicle. More than 48,550 vehicles from the 1980s have a historical plate – 13 percent of the total.

"It has now reached a point where cars from my childhood are getting historical plates on them, so it's getting very weird," Moore said. "It is odd to go out and see a 1980 Chevy with historic plates on it. It doesn't seem quite right, but it's the rule and that's what they deem as a classic."

Some motorists with historical plates are abusing them and using their vehicles every day, collectors said. "I see it all the time," said Jason Burdette of Barberton, who restored a 1972 Ford Galaxie into a police car. Those owners think it's a way to avoid paying an annual registration fee, he said.

At first, David Schultz, the former executive director of the Glenmoor Gathering of Significant Automobiles and a collector who has four cars from the 1930s, was surprised to learn there are so many historical plates issued in the state. Then he thought about it and concluded it isn't that shocking at all, given the fact that vehicles have to be only 25 years old and that number is always growing.

Moore said it's nice to see so many historical plates issued. "It's great to hear that people are keeping the cars and saving them," he said.

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