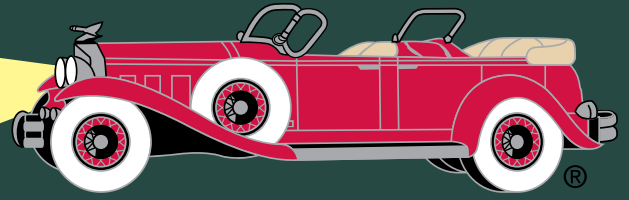


Northern Lights

The Ohio Region
Classic Car Club of America



SPRING 2015 v2.0



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*1931 Lincoln Convertible Sedan
by Dietrich*

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Stan Hywet Show Preview

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Message from the Director

Spring has arrived and that means it's time to start thinking about getting our Classics out and ready for the summer season. Our long winters here in northeast Ohio mean that we're often very eager to get behind the wheel and start having fun at the first sign of dry roads and sunny skies. However, it's also important to remember that our Classics are ancient machines with different requirements than modern cars, and *now* is the time to make sure everything is in top condition. As a mechanic, I cannot stress enough the importance of a complete safety inspection before you start using your cars. Spend some time inspecting the tires, adjusting the brakes, checking the fluids, and tightening bolts. Check your service manuals for any routine maintenance items that were recommended by the manufacturers back when the cars were new and *stick to them!* Be sure that you have fresh oil in the crankcase, proper coolant in the radiator, and if you can't remember the last time you bled your brakes (if you have hydraulic brakes, of course!), then consider doing that, too. Too often we see old cars stranded by the side of the road, hobbled by things that would have been easy to catch in the safety and comfort of our own garages. *This matters!*

There is also big news from the National Meeting, where the membership has overwhelmingly voted to include select 1915-1924 cars on the list of approved Full Classics. This is very exciting news for me personally, as I now own a Full Classic 1916 Cadillac! Other marques with their dates extended back to 1915 include Packard, Pierce-Arrow, Locomobile, and Rolls-Royce, with Lincoln and Duesenberg included from their beginnings in 1919 and 1921, respectively. Not only will this greatly increase the variety of cars in the club, but it should also have a beneficial effect on membership and the financial security at the national level. If you know someone with one of these cars, please encourage them to join today!

David Heinrichs
Director, ORCCCA

Event Calendar

- May 23** Port Clinton Air Museum Tour
the Stroms & the Heinrichs
- June 5-7** CCCA Museum Experience
Hickory Corners, MI
- June 12-14** AACA Northern Chapter and Crawford Museum show and tour
- June 21** Stan Hywet Father's Day Car Show
- July 10-12** Arthritis Foundation Car Show
Matt & Melanie Harwood
- July 11** CCCA Grand Classic
Michigan Region
- August 16** AACA Northern Chapter Patterson Car Show, *Chesterland, OH*



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

EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

Although it may not be immediately apparent, there are a lot of changes in this issue of "Northern Lights" and many more to come. My wife, Melanie, and I have happily relieved our good friend and your former "Northern Lights" editor, Bob Porter, whose herculean efforts over the past fifteen(!) years have produced one of the finest publications found in any club, anywhere. His work, though often unsung, required more time and commitment than almost any other position in this club. When next you see Bob, please be sure to thank him for his service; *he did one heck of a job!*

Interestingly enough, Bob only stepped into the editorship on an interim basis, a temporary position that turned into a decade and a half of blood, sweat, and tears. I realize that I have pretty big shoes to fill and a legacy of excellence to preserve, and will do my very best to continue to provide interesting, in-depth, and relevant articles on our beloved Classic automobiles and the lifestyle that surrounds them.

Who am I and what are my qualifications? Well, many of you already know me, as my wife Melanie, sons Cody and Riley, and I are regular fixtures at ORCCCA events in our 1929 Cadillac 341B sedan. More to the point, however, my education involves degrees in Journalism and Literature, a stint in engineering school, and a lifetime playing with cars of all kinds. In short, writing is what I've done all my life to earn a living, and writing about cars is what I do better than almost anything else. And while I'm not a graphic designer, I can do a modest impersonation of one, and you'll see some visual changes to the magazine as a result.

Any editor's biggest challenge is and always will be content. As they say in publishing, content is king, and this publication lives and breathes with our club members. That is exactly why I will be reaching out to you—**yes, you!**—to help. On page 11, you'll find an article by David Schultz about his stunning 1931 Lincoln convertible sedan by Dietrich, as well as a side-bar on automotive stylist Ray Dietrich. This is only the first of many such features on members' cars that I have planned, but I need your help. You don't

need to be able to write or even take photos, you just need to call me up or drop me an E-mail and offer your car as a subject, and I'll take care of the rest. I'll come to your garage, take some photos, and we can take a ride in your Classic. A short time later, there will be a full article for the benefit of the club, complete with, *ahem*, a centerfold like the one you see on pages 12 and 13 in this issue. There's no way it could be easier, so you really don't have any reason not to participate.

You'll also see articles and photos on ORCCCA events year-round, with this issue focusing on the 2015 ORCCCA Tech Seminar, a preview of the upcoming Father's Day Car Show at Stan Hywet Hall & Gardens, some thoughts on the 2015 ORCCCA Annual Meeting, the Theater Party, and a tribute to our good friend Tom Sutphen, who sadly passed away earlier this year. I will use this space to talk about the hobby, cars, people, places, events, and just about anything else that pops into my head that fellow enthusiasts might find interesting or useful.

And, of course, you are *always* encouraged to submit your own stories and articles (our email address is at the bottom of every page in this magazine), all of which will continue to find a home here in the pages of "Northern Lights."

There are changes ahead, but none of them will seem unfamiliar. I look forward to this new adventure and to meeting all of you face-to-face and talking about the cars we love so much.

Happy Motoring!



IN MEMORIAM: *Thomas C. Sutphen*

On February 13, 2015, all of us lost a great friend in Thomas Clarence Sutphen, whose generosity and goodwill towards the hobby will be dearly missed. Born in Columbus, Ohio on December 12, 1924, he spent his life as a self-described tinkerer and lover of all things mechanical. He graduated from Grandview High School in 1943 and went directly into the Army Air Corps, where he serviced B-24s during World War II. His technical knowledge and natural curiosity made him an excellent mechanic and would serve him well throughout his life.

After the war he attended Ohio State University and then went to work in the family business, Sutphen Corporation, selling fire equipment. His brother, Robert, eventually became the Chairman of the Board, while Tom became President. Tom was directly responsible for the development of an aerial platform that would revolutionize the fire-fighting industry. In fact, this platform became the standard-bearer throughout the industry and was so well built that retired units could be returned for remounting on new trucks, a process that was a part of the Columbus-based Sutphen Service and Refurbishment Center, located adjacent to the chassis plant. Tom remained active within the company until his passing, although he was technically retired, passing the reigns to a new generation of Sutphen family members.

Personally, I first met Tom in 2011 during the Cadillac-LaSalle National Meet when Tom hosted a barbecue for club members at the Refurbishment Center, which was also home to his vast and varied collection of antique, Classic, and special-interest vehicles. I recall that he personally greeted each of us, but took extra time with my young sons, then 2 and 5 years old, and gave them a personal tour of the more interesting cars on hand. The boys were especially captivated by Tom's experiments with electric cars, including a low-slung yellow sports car of his own design and a late-model Corvette with a hybrid powertrain that Tom designed himself. I'll never forget the rapt attention that Tom commanded from the boys, something I wish I could master but which I believe was simply part of who Tom was.

Tom and I renewed our friendship at the 2012 ORCCCA Grand Classic at the Glenmoor Gathering, where I spent a lot of time admiring his Cord L-29



Tom Sutphen with two of the Classic Cadillacs in his wonderful collection

sedan, a dramatic contrast parked next to my upright box of a 1929 Cadillac. In 2013, he made the trip all the way from Columbus on a cold February afternoon to attend our Technical Seminar, braving winter weather to be a part of the event. And just last summer, Tom invited a group of us to his facility while we attended the Arthritis Foundation car show in Dublin, Ohio, where he hosted a breakfast before we returned home. He was in ill health at the time, but his warm hospitality was most welcome.

The Sutphen collection spans many eras and categories, but he seemed most attracted to the cars of the Classic Era. His collection includes many wonderful Full Classics, ranging from a 1925 Minerva Town Sedan to a Cadillac V16 Madame X limousine to a 1937 Cord Beverly sedan to a Rolls-Royce Phantom 1 phaeton that he was restoring right up until the time of his passing.

Tom embodied the very best of the collector car hobby with his generous support and genuine enthusiasm for all things automotive. All of us who knew him considered him a friend and he will always be fondly remembered by those in the Ohio Region (and elsewhere) who had the pleasure of meeting him.

The Sutphen Corporation's motto is "*There's Nothing Like A Sutphen*," and I think we can all agree that it remains true for the man as well.

Thank you, Tom, for all the wonderful memories.

-Matt Harwood

EVENT: 2015 TECHNICAL SEMINAR
CLEAN LIVING

ORCCCA's latest Tech Seminar focuses on the details

By Winton P. White

Spending a Saturday afternoon in the garage with our cars, cleaning and waxing the paint, polishing the trim, and applying various preservatives on the rubber parts is almost therapeutic, a way of generating instant results and high satisfaction without needing a lot of skill or specialized tools.

But have you ever gone to shows, particularly some of the high-end Concours d'Elegance, and admired the flawless finishes, sparkling chrome, and dazzling details? How do they get such amazing results? Well, there's no secret, you just need to know what you're doing. So on February 7, the third annual ORCCCA Tech Seminar focused on detailing your car the way the pros do it. Hosted by Matt and Melanie Harwood at their beautiful Harwood Motors showroom in Macedonia, the seminar offered most members new techniques and tools that they could put to work immediately to improve the look of their cars.

Arriving around noon we had about an hour to visit with friends, look at more than 35 incredible collector cars in the showroom, and grab some delicious lunch from The Spread, a mobile lunch truck conveniently parked just outside the Harwood Motors entrance. Delicious!

David Mallie, President of Aroma Country (a company that specializes in odor control, particularly in vehicles) and a professional detailer, spent nearly two hours showing club members and friends the right way to make your car sparkle. Hands-on demonstrations were a very effective way to demonstrate how even a

*Wax on!
Wax off!*



A full crowd ready to learn!

clean, freshly waxed car can be improved and it seems that nobody left without learning something new.

Sadly, the Harwoods were fresh out of Full Classics, but a handsome 1956 Chevrolet became our test subject, and even with recent show-quality paint, there were still things that could be done to improve its appearance. Mr. Mallie started by talking about the paint surface, which, surprisingly enough, is covered with pores like your skin. While wax might seal those pores, the very first step is to always get them clean, and for that he recommended the clay bar system. The results were nothing short of remarkable.

Imagine, if you will, a naked paint surface just as smooth and glossy as freshly waxed sheetmetal—that's what the clay bar delivers. If you haven't tried it, the results are awfully impressive. Best of all, it requires no skills at all—just wet the surface with the detailing solution (usually included with the clay bar kit) and simply rub the clay bar over the surface. You'll actually be able to feel the imperfections in the paint being smoothly and painlessly rubbed away, leaving a pure, clean surface. Wipe it off and you're ready for wax!

Speaking of wax, that was another topic and here there was a lot of spirited debate. Mr. Mallie said he preferred paste wax, which he felt offers more protection due to more solids in the wax itself. Liquid waxes are fine, but they are primarily designed to be easy to use and require less labor, but as a result, they're less effective. Applying the wax in a straight line is preferable to the swirling, circular motion our fathers taught us, and special micro-fiber cloths do a superior job of removing the excess wax and don't scratch delicate surfaces like your old favorite terry cloth towel might.

For many of us, the seminar was particularly gratifying because very few of the 40 or so members in attendance had ever used the clay bar before, so there was definitely new knowledge being presented. Of course, you'll now have to contend with these newly-minted experts at the next show, and you'd better believe they've taken their detailing skills to the next level.



Detailing pro David Mallie discusses the finer points of car wax.

A big thank you to Matt and Melanie Harwood for letting us use their facility, to David Mallie for an excellent presentation, and to "The Spread" for the best tasting sandwiches-on-a-bagel we've ever had!



Members get hands-on tutorials complements of a very orange 1956 Chevy (NC)

PREVIEW: 58th ANNUAL FATHER'S DAY CAR SHOW

WELCOME TO THE BIG SHOW

Your guide to ORCCCA's Stan Hywet Father's Day car show

It's a tradition for thousands of antique and Classic car enthusiasts in northeast Ohio, the annual Father's Day Car Show at Stan Hywet Hall & Gardens. Since 1957, the Ohio Region of the Classic Car Club has hosted what is arguably the area's finest old car event. Generations of car buffs have grown up attending this show and before you know it, it'll be that time once again.

This year we are honoring Stan Hywet Hall & Gardens' 100th Anniversary with a special class for cars 100 years old and older. Registration for these cars is free and it's sure to be popular. The Inner Circle will be showcasing Full Classics from 1940-1944, plus the machinery of World War II.

Here's critical information on the show and how you can help make it a success.

1. Save the date! This year's show is June 21, 2015. A little later than most years, but it's still on Father's Day.

2. Sign up early! There are no day-of-the-show entries available and last year's event sold out weeks before Father's Day. We're limited to 450 cars on the Stan Hywet grounds, so if you're planning on attending, sign up today! There are several ways to do it:

- Online at www.ORCCCA.com/register. Fill out the form, use your credit card to pay the \$24 entry fee, and you're in! You'll get an email confirmation and in a few weeks, we'll mail you your entry postcard, which is also your windshield card for display at the show. Easy!



Over 8000 spectators attended the 2014 show!

- Regular mail. You can download and print the form at ORCCCA.com/stan-hywet. There's also a form in the back of this issue of "Northern Lights." Fill it out and mail it with a check for \$24 to ORCCCA, P.O. Box 616, Twinsburg, OH 44087

Questions? Email Events@ORCCCA.com or call 330-315-3268.

3. Be patient! We know there is usually a long line of cars waiting to get onto the show field. It can be worrying to see your temperature gauge creeping up in traffic. The good news is that this year we've developed a new system that will speed things up. Two weeks before the show, you will receive your windshield card for display on your car at the show. **THIS IS ALSO YOUR ADMISSION TICKET!** When you pull into the entrance with your show car, simply show them your windshield card and you'll be able to drive right onto the show field.

Forgot your card? There will be a special area off to the side where volunteers will check you in and give you a replacement. This will really slow things down, so **PLEASE DON'T FORGET YOUR CARD!**

4. Volunteer! This show is staffed entirely by volunteers and we always need more help! Volunteers get cool staff shirts and lunch, all free of charge, and the jobs aren't very difficult. Help park cars, be a runner, or even be a judge if you're experienced. If you have friends or family members who might like to help, they are very welcome, too (some tech-savvy students who need volunteer hours would be great!). This is *your* club and *your* event, be a part of making it a success!



Your name on a class gets attention!

5. Sponsor a class or a trophy! You probably didn't know it, but you could have your business's name on a class at the show. Better yet, how about sponsoring a trophy? It's remarkably affordable and includes signs for each class, announcements throughout the day, year-round listing on the ORCCCA website, and other perks that will help get your name in front of all these old car fans! Contact Melanie Harwood using [Events @ORCCCA.com](mailto:Events@ORCCCA.com) or call 440-840-7474 for details.

6. Weather! We can't predict what it'll be like this year, but the last two years have been absolutely perfect. Nevertheless, be prepared for anything. If it's raining, come anyway! This event is the #1 fund-raiser for your club and every single body through

the gates directly helps your club fund other activities. Dress appropriately and have fun rain or shine. *There is no rain date this year.*

7. Follow the rules! We really don't have many rules, but those we do have are important. First, we don't allow modified cars on the show field. This is a point of friction with some entrants, but we take great pride in presenting all the cars as they were when they were new. So if your car is modified, please don't try to sneak it in; it's embarrassing for everyone involved if we have to ask you to leave. If you're not sure if your car counts as modified, contact Margus Sweigard for guidance *before you register*.

Secondly, please stay until the show is over. There are multiple reasons why, including our event insurance and traffic control, but having a mass exodus while the awards are going on always causes problems. Please be respectful and stay until it's over.

8. Remember why you're here! Getting angry at the lady who directs traffic or complaining because you couldn't park your Corvette next to your buddy's Thunderbird doesn't help. Everyone here is a volunteer and they're giving their time (*A LOT OF IT!*) to make this event successful. Relax, enjoy the cars and the Stan Hywet manor and grounds, and you'll have more fun.

See you at the show!



Last year's special class showcased vintage fire apparatus

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"A motor car as perfect as it is possible to produce"

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New free-wheeling
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*LeBaron contributes this flashing
convertible roadster to the
racy new Lincoln line*

Herstey

FEATURE: 1931 LINCOLN CONVERTIBLE SEDAN BY DIETRICH **RAREFIED ELEGANCE**

Long-hidden treasure finds its way into a Lincoln historian's garage

By David Schultz

Ohio Region CCCA members who participated in the May 2014 tour organized by Bobby Girardi likely noticed that I wasn't driving one of my "usual Lincolns," the 1930 Judkins coupe or 1931 Town Sedan. Making its debut at this Ohio CCCA event was a "new" one: a 1931 Lincoln convertible sedan by Dietrich.

The car had spent several months in Dave Heinrichs' Vintage Car Shop, where it went shortly after I acquired it in September 2013. There, the usual sorting-out took place, which included complete motor and chassis examination, maintenance and repairs, plus cleaning the gasoline tank and fuel system. One of Dave's big challenges was reconstructing the damaged "cups" and control levers located on the steering wheel. (Right now, the Lincoln is back in his shop for additional mechanical work, but I expect to be touring with it in the spring of 2015.)

The Dietrich convertible sedan is a body style I've long admired, particularly on the 1931 Lincoln's massive 145-inch wheelbase chassis that was new for that year. Of the 65 built, only four Dietrich convertible sedans were known to remain before this car surfaced, making it the fifth.

As the saying goes, this car actually found me. I was contacted by the owners—two brothers in New England, who had inherited the car from their father, a Classic car enthusiast in the 1950s and '60s. The car had been in their family for more than 50 years and in storage the past 40 years.

The car had received what I call a "60s restoration," which consisted of a repaint, new top and minor mechanical work. For reasons I'll never know, the engine was painted blue (original color: black) and the mechanical fuel pump was discarded for an electric "Rube Goldberg" pump. The original leather interior, which is in very good condition, was



Factory photo of the 1931 Dietrich convertible sedan

left intact.

As noted above, it's currently undergoing necessary mechanical work to make it road-worthy and reliable. That work will be followed by trim work on the entirely original leather interior. The final step will be a repaint of the car in its original colors of Hamilton Green and Slate Green. Then, I plan to drive and enjoy.

The type 211 convertible sedan by Dietrich was near the top of Lincoln's most expensive offerings in 1931; the cost, exclusive of options, was \$6,800. Other Dietrich designs available on the 1931 Lincoln chassis were the type 210 convertible coupe and the type 219 coupe, of which 25 and 35, respectively, were built.

The Model K chassis, with its new 145-inch wheelbase, was a dream come true for custom coachbuilders, who had long felt stymied by the Model L's 136-inch wheelbase chassis. The new chassis afforded a lower look that was aided by 19-inch wheels. Styling changes included a peaked radiator shell, bowl-shaped headlights and a longer hood. The

continued on page 14



1931 Lincoln Convertible Sedan by Dietrich
Owner: David Schultz, Massillon, Ohio

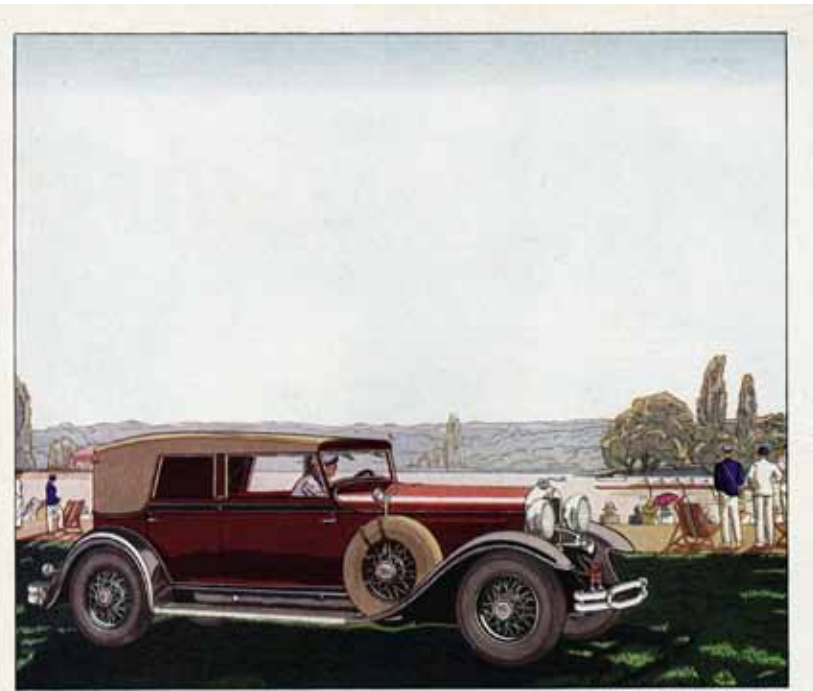
Rarefied Elegance (continued)

exterior dual trumpet horns featured settings for “city” and “country.”

The Model K retained the famous Leland-designed 385 cubic inch fork and blade V-8 engine but a Stromberg DD3 two-barrel downdraft carburetor was mounted on a new manifold, boosting horsepower from 90 to 120. A Stewart-Warner mechanical fuel pump replaced the former vacuum fuel system. Houdaille hydraulic shock absorbers were now standard and brakes were the Bendix Duo-Servo system. Adding to car’s performance was freewheeling and synchromesh on second and third gears plus a new double dry disc clutch.

All of this added up to an attractive car with excellent performance. The automotive writer for *The New Yorker* magazine, who went by the moniker “Speed,” waxed eloquently about the new Lincoln in his report on the 1931 Automobile Salon, describing the Lincoln as “longer, lower and wider” while citing the car’s improved performance.*

Reflecting the downturned economy, a total of only 3,540 Lincolns were built in 1931—and those were divided among 25 different body styles, including 15 custom body styles, more than any other American luxury automobile manufacturer offered in 1931.



Poise that Reflects Unfailing Character

The Lincoln has a way of communicating its own qualities of excellence even to those who see it swiftly passing by. For its hidden values—the precision with which it is built, the enduring quality of its mechanism and body—are immediately evident in the distinguished beauty of this motor car. It is designed in every part of chassis and body to satisfy those who fully appreciate a fine automobile.

This fusion of luxury and power is fully revealed to those who know the Lincoln best. All that they expect of it—in sensitive power and air-borne ease of riding—is fulfilled. And they recognize in the Lincoln a motor car painstakingly built to carry them safely and comfortably, a finished product of engineering skill and precision craftsmanship.

The Lincoln is driven with a flowing sense of effortless power. Its free-wheeling transmission permits gears to be shifted smoothly and quietly from second gear into high, from high back to second—as you will—without disengaging the clutch. And, by removing pressure from the accelerator, the car is allowed to glide on momentum, with the engine idling.

The great comfort and safety, which have always contributed to the Lincoln's character, are made even more evident by the long, low chassis with 145-inch wheelbase and the wider tread. In appearance, in luxury, in smooth power, this is an automobile of unfailing qualities . . . “as nearly perfect a motor car as it is possible to produce.” The prices of the new Lincoln range from \$4400 up. f.o.b. Detroit.

Original magazine advertisement for 1931 Lincoln Dietrich convertible sedan.

Despite the introduction of the famous model KB V12 in 1932 and a companion V8 model, Lincoln sales never exceeded 1931 levels; instead, they went into a steady decline as the effects of the Great Depression affected sales of all luxury marques. By 1940, the “big Lincoln” was history. It had been succeeded by the popularly priced Lincoln-Zephyr, introduced for 1936, which kept the Lincoln name alive.

**I can personally attest to that performance. I've put more than 12,000 miles on my 1931 Town Sedan. As many Ohio Region CCCA members know, it has been my touring car of choice for many years. In 2014, it made two trips to Hickory Corners, Michigan, for the CCCA Museum Experience and the opening of the Lincoln Motor Car Heritage Museum. It will be headed up there again in 2015.*



Ray Dietrich Grand Designer of Classics



Ironically, my 1931 convertible sedan was built just as Ray Dietrich’s career as a designer of custom automobiles was approaching its end—brought on by the deepening Great American Depression. By 1931 his company, Dietrich Inc., had been absorbed by the Murray Body Company (both companies were located in Detroit), which, significantly, retained the rights to the Dietrich nameplate throughout the 1930s.

Ray Dietrich began his automotive design career in 1913 with one of America’s venerable coachbuilders, Brewster & Company. Thomas Hibbard, another noted designer, also worked there and in 1920 the two established their own design firm in New York City with the lofty name LeBaron Carrossiers. They remained together until Hibbard left for Paris in 1923. By then, things were picking up and in January 1924 LeBaron merged with the Bridgeport Body Co.; now, they could design *and* build bodies.

Within a year, Lincoln Motor Company had become LeBaron’s biggest customer, thanks in large part to the relationship between Dietrich and Edsel Ford. In 1925 Edsel Ford proposed that LeBaron become part of Murray Body Co., which was supplying some Lincoln production bodies. Instead, Dietrich sold his stake in LeBaron and moved to Detroit. A new firm, Dietrich Inc., was owned 50-50 by Dietrich and Murray. Dietrich Inc. became the custom body designer and builder while Murray continued with production bodybuilding.

Dietrich continued to work with Lincoln, designing both custom and series custom (custom-designed built in small quantities, sometimes known as series customs) but began working with several Packard dealers—an unlikely occurrence today. Apparently, Edsel Ford, with whom Dietrich had become quite close, was not uncomfortable with Dietrich working with other automobile manufacturers.

By 1927, while Dietrich Inc. was designing and building bodies for Lincoln, the company was also working with Franklin and Studebaker in addition to Packard. By the late 1920s, Dietrich Inc. had added Pierce-Arrow, Chrysler and Dodge to its client roster.

The Great Depression, triggered by the stock market crash in October 1929, severely affected Dietrich Inc. By 1931 it was all over for Ray Dietrich. He was forced out of his company; it now existed in name only as part of Murray Body, which continued to build bodies with the Dietrich body tag through 1937.

Ray Dietrich landed on his feet, more or less. In 1932 he was hired by Walter Chrysler to develop production designs and remained at Chrysler Corporation until 1940. Eventually, he established Ray Dietrich, Inc. in Michigan and did consulting work for, among others, Preston Tucker and Checker Cab Company. In 1950 he built a Lincoln parade limousine for the Truman administration. Then, in a unique departure from automobiles, he designed electric guitars for Gibson, most notably its classic Firebird.

Ray Dietrich died in Albuquerque, NM in 1980, where he’d retired in 1969. In his later years he appeared often at Classic Car Club of America events, where he was recognized as one of the great automobile designers. Fittingly, he was the club’s first honorary member.

-David Schultz

EVENT: CCCA ANNUAL MEETING

SOUTHERN HOSPITALITY

It turns out that Savannah is a great place to see Classic cars

By Matt Harwood

2015 was my first CCCA Annual Meeting, but it certainly won't be my last. From this side, I want to extend a very heart-felt thank you to the organizers, David Johnson and Christine Snyder, who once again put on a spectacular event that was full of interesting places and great people.

The Harwoods decided to attend as a family and I made it a business trip by visiting clients in Charlotte and Atlanta. For my family, it was an opportunity to see a city rich with history and for my young sons, a chance to see the ocean for the first time. Alone, that would have made for a memorable trip.

However, the long list of events on the schedule made this a once-in-a-lifetime experience. From boat rides to visits to museums to trolley tours of historic Savannah, Georgia to some of the most spectacular



Joseph Cassini's remarkable 1934 Packard Twelve

the list of these early Full Classics is small (currently encompassing all Cadillacs, Packards, Pierce-Arrows, and a few others) but the Classifications Committee will be hard at work determining additional candidates and the list is sure to be distinguished.

The meeting included a Grand Classic, and here I must also complement the heroic efforts of John Kelaforitis and his wife Barbara, who not only coordinated the judges (a task akin to herding cats) but organized both an outdoor operational judging session and an indoor Grand Classic. The host Westin Hotel was conveniently located adjacent to the Savannah Convention Center, and seeing all these spectacular cars indoors and under the lights was remarkable. Heck, just the parking garage at the hotel was better than almost any show you'll attend!

Personal highlights include meeting other publication editors, including Ron Verschoor, touring downtown Savannah, and most significantly, the opportunity to serve as a judge for some of the most remarkable cars on the planet. Those of you who know me know that I don't believe in "perfect" cars, but being on the judging team for both Joe Cassini's Pebble Beach-winning 1934 Packard Twelve Dietrich convertible victoria and Howard Kroplick's gorgeous Art-Deco 1937 Chrysler Imperial town car built for Walter P. Chrysler's wife was a true test of my mettle. It was an honor and a privilege to be a part of it.

One final word: A big thank you to the organizers for realizing that an event like this can be both memorable and affordable, and more Annual Meetings like this one will surely guarantee greater participation in the future.



Like no other parking garage you've ever seen!

car collections in the south, not to mention a Grand Classic, it was a very full week. The board even managed to get some club business done!

On the club front, there were numerous meetings and seminars which any member should attend at least once. Perhaps the biggest announcement this year was the overwhelming membership approval of the inclusion of 1915-1924 vehicles on the List of Approved Full Classics. This change better reflects the scope of the Classic Era and will surely usher in a new group of wonderful cars and their owners. As of today,

EVENT: ORCCCA THEATER PARTY

CLEVELAND TENOR

Cleveland-based "Lend Me A Tenor" is perfect for ORCCCA theater fans

By Bob Porter

On Sunday, March 29, twenty-four ORCCCA members met at the Market Restaurant in Rocky River at noon for their Sunday brunch. It is so popular that the only available parking was the complimentary valet parking. A short distance across the street, however, there was a self-park lot that was easy to find.

We had a sunny area reserved for us at one end, giving us some privacy. Members complemented the food, the service, and the reasonable prices.



The Beck Center in Lakewood

After brunch, we drove a short distance to the Beck Center in Lakewood, where we were treated to a very funny play called "Lend Me A Tenor," a very clever door-slaming farce. It concerns a case of mistaken identity between an Italian opera star and his twin brother at the fictional Cleveland Grand Opera Company. Set in 1934, it largely involves going through a multitude of doors to correct the problem. There was some very good singing as well!

Perhaps this might be the start of an East Side vs. West Side meal and play in the early spring...

Thanks to Joan Virostek and Bob Porter for making all the arrangements. Even the weather cooperated!

more photos on page 18



The Market Restaurant in Rocky River



The Beck Center stage for "Lend Me A Tenor"

Tenor (continued)



Theatergoers enjoying a meal at The Market



George and Marjorie Strom



Marcia and Gary Rosenthal



Mike and Jane Dube



Diane and Al Truelson, Joan Virostek



Dorothy and Jim Battenhouse



Harry and Kathy Wolk



*Margus and Vicki Sweigard,
Mr. and Mrs. Rich Fink*



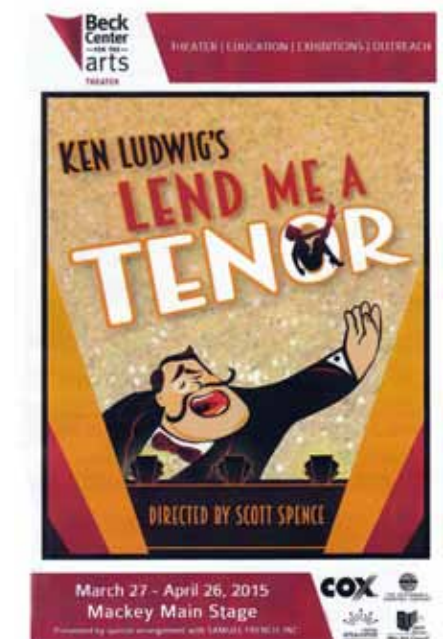
Jim Keller and guest



Joan Kamper



Kathy and Bob Girardi



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This show is for preregistered vehicles only. This is not an invitational show. If you have a nice car, please enter.

◆ Gates Open 9:00am ◆ Show Field Closes to Entrants 11:00am ◆ Judging Begins 11:30am ◆ Awards 4:00pm

Due to safety considerations and a mandate from Stan Hywet, all vehicles are to remain on the show field until after the awards presentation. Stan Hywet Hall & Gardens reserves the right to cancel or postpone the show due to unsuitable field conditions or other public safety issues.

Show car registration of \$24.00 includes two adult admissions.

Additional passengers may pay at the gate: \$14.00 Non Member Adult ~ \$11.00 Member Adult
\$6.00 Non Member Youth (6-17) ~ \$4.00 Member Youth (6-17) ~ 5 & under are free!

Entries are non-refundable. Last year the show sold out so be sure to register early in order to be included!

Please enjoy the entire day and see everything including the Inner Circle of Full Classics 1940-1944 and memorabilia.

Your registration includes:

2 adult admissions to the Car Show

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

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VEHICLE CLASS DETAILS – ALL CARS MUST BE STOCK – PLEASE NO MODIFIED CARS

All entries must be received by June 1, 2015.

Any registration received after June 1st will not be judged or parked in their class. Please pick your class from those listed below.

Class 1 Full Classics 1925 – 1932

Class 2 Full Classics 1933 – 1939

Class 3 Full Classics 1940 – 1948

Class 4 Century cars 1915 and earlier (no fee)*

Class 5 Model T Fords

Class 6 Model A Fords

Class 7 Work Vehicles, Commercial & Military through 1990

Class 8 Corvettes, 1953 – 1967

Class 9 Corvettes, 1968 - 1990

Class 10 Chevrolet 1946 - 1969

Class 11 Chevrolet 1970 – 1990

Class 12 Chevrolet Corvair

Class 13 Ford Thunderbird through 1990

Class 14 Ford Mustang through 1990

Class 15 Sports Cars through 1958

Class 16 Sports Cars 1959 – 1972

Class 17 Sports Cars 1973 – 1990

Class 18 Production 1916 – 1932

Class 19 Production 1933 – 1950

Class 20 Production 1951 – 1955

Class 21 Production 1956 – 1960

Class 22 Production 1961 - 1965

Class 23 Production 1966 - 1968

Class 24 Production 1969 - 1972

Class 25 Production 1973 – 1979

Class 26 Production 1980 – 1990

Class 27 Production Stock Muscle Cars 1964 - 1972

Class 28 Modern Collectibles 1991 through present**

*Class 4 is a very special class for cars 100 years and older. There is no entry fee for this class, but a registration form must be submitted.

**Class 28 is a display-only class of modern collectibles 1991 through present. All registrations for Class 28 must send a picture for consideration. Acceptance in Class 28 will be based on space availability and spectator appeal. No judging or trophies will be awarded in Class 28.

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

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NEW FOR 2015 - We are pleased to offer two ways to register for our show in 2015.

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2. Register through the mail by sending this form along with your payment by check.

NEW → → → CONFIRMATION POSTCARDS WILL BE SENT OUT JUNE 1ST ♦♦ DO NOT LOSE YOUR POSTCARD♦♦

This is admission for you and your car and is to be displayed on your windshield upon arrival.

VEHICLES ARRIVING WITHOUT THE CARD WILL BE ASKED TO PARK AND WAIT FOR ACCESS TO THE SHOW FIELD

Questions regarding registration? Email events@orcca.com or call 330-315-3268 to leave a message.
We respond to emails daily and calls will be returned within 72 hours.



Area Map



Local Map

For judging results, send \$5 and a self-addressed, stamped envelope to ORCCCA P.O. Box 616, Twinsburg OH 44087 before August 1st, 2015.

Registration Form

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

Name _____ Phone _____ Email _____

Street Address _____

City, State, Zip Code _____

Car: Year _____ Make and Model _____ Class Number _____

Car Insured By _____ Policy Number _____ License Plate Number _____

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

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

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

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

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

New judges wanted! Please check here if you would like to be a judge for the show. We will contact you directly with more details.

Check here if you would allow us to use your car for Youth Judging. We will contact you directly with more details.

Please check here to be included in our email list for future communications about this show and other ORCCCA events.

Make Checks Payable to ORCCCA
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