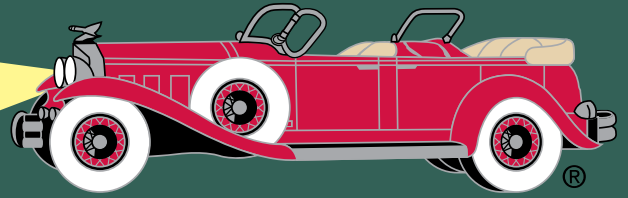


Northern Lights

The Ohio Region
Classic Car Club of America



SUMMER 2015

1916 Cadillac: *The New Full Classic*



Also:

*Two 1-Day Tours
Adventures in Columbus
Stan Hywet Show Coverage*

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Marjorie Strom, Stan Hywet Inner Circle

Message from the Director

In this issue of "Northern Lights" you'll find reviews of three separate driving events, plus full coverage of the Annual Stan Hywet Father's Day Car Show. I mention this because events like these are what the CCCA is all about: *getting out and enjoying your Classic car*. And while it may seem obvious, too often we seem to lose touch with the roots of the club, which was largely founded on using our vintage cars as cars. So many Full Classics are stashed away in garages and barns, waiting to return to the road—or worse, relegated to trailer-only status. Even with the addition of the 1915-1925 vehicles to the Roster, there's not a single Full Classic that isn't a very road-worthy automobile. It's easy to forget that these are machines, and not only that, but machines designed to go places. Relegating them to static art seems unseemly for such magnificent pieces of engineering.

This is why I want to encourage every one of you to participate in all the great events we offer in this club. Elsewhere, Matt Harwood talks about getting involved with managing the club itself, but I think it's just as important to simply get out and drive with your fellow club members. You'll find that there's always camaraderie and that running your Classic in a pack of similar vehicles not only takes you back to a simpler time, but is far less stressful when today's traffic starts to intrude. In short, driving your Classic is the best thing you can do—for both you and the car!

Take a look at how much fun these driving events are, and even if you're not up for a national Grand Caravan, we try to coordinate day tours and "Weekenders" such as the one that Jim and Gail Cowin are planning later this summer. Believe me, we've heard your comments that events should be shorter and more affordable and we've taken them to heart. Now there's really no reason not to slide behind the wheel, turn the key, and go have an adventure!

David Heinrichs
Director, ORCCCA

Event Calendar

- August 15** Clocktoberfest at Suburban Clock, Berea, OH (*the Kampers*)
- August 16** AACA Northern Chapter Patterson Car Show, Chesterland, OH
- August 27-30** West Virginia Caravan, *Jim and Gail Cowin*
- September 5** Octoberfest, Berea, OH (*the Kampers*)
- September 20** Backroads and History Tour, Bedford, OH (*the Rosenthals*)
- October 25** Backroads to Aurora Fall Tour, Aurora, OH (*Bob Porter*)



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*

You're reading this because you're a member of the Ohio Region Classic Car Club of America. You're also reading it because I spend my evenings and weekends writing, photographing, and editing this fine magazine. I'm a volunteer. The folks who put on the annual Stan Hywet Father's Day Car Show are all volunteers (show highlights start on page 8, by the way). That last tour you attended? Yep, volunteers.

What am I getting at? This is entirely your club and it exists for you, me, and all the other members. But at the same time, it can't exist *without* you.

It's time to get involved.

I'm proud to serve on the ORCCCA board of managers, not because I dig the perks (the homemade desserts at board meetings are pretty nice, though), but because I've aspired to be a part of this club since I was eight years old. I remember the great events, the epic tours, and the "good old days" that I'm sure all of you recall with equal fondness. Well, why can't these be the "good old days" for the next generation of Classic car fans?

None of this happens in a vacuum, and I'll be honest with you because nobody else is saying this: the same 15 or 20 folks have been putting in the overtime and running this club for years. That's not a secret, but maybe you didn't notice because everything keeps on working like it should. That's because your fellow club members are hard at work. All the board members are people I consider friends and I admire their dedication to the club. There are some folks who aren't even board members but who continue to host meetings and show up to work—*no questions asked*—just because they believe in what we're doing. But they can't do it forever and it really isn't in the club's best interest to have the same folks doing it year after year. New ideas, new perspectives, and new initiatives are always welcome.

So what am I saying? I'm saying that we need you. We need those new ideas, new perspectives, and

new initiatives that each of you brings with you. The group of, oh, about fifteen people who have been carrying the torch for decades are eager to pass it on. Why not take it and run with it?

You don't need any special skills beyond the willingness to roll up your sleeves and do some work. You'll find that having an insider's view of the club can be a lot of fun and quite honestly, we laugh as much as we work at the board meetings on the first Monday of each month. And yes, the pie is pretty danged good.

Here in the Ohio Region, we're particularly lucky to have the financial might of the Stan Hywet car show working for us. Believe me, few other regions have the resources ORCCCA enjoys, and that only means that our events can be bigger, better, and more fun than ever. What we don't have over the other regions is human capital. And that, my friend, is where *you* come in.

Have a look at the masthead of this magazine and look at some of the jobs we're doing on behalf of the club. None of them are difficult, but they all require dedication. You CAN do it, all you need to do is put your name up for consideration in August when we elect new board members. I

think you'll be surprised by how little it really takes to make a big impact. If you enjoy the activities this club puts together, be a part of the process and help us grow.

You've joined the club. Now be a part of making it great.

Happy Motoring!



FROM THE PASSENGER'S SEAT

Melanie Harwood, *Co-Editor*

When Matt and I agreed to take on the job of the Northern Lights publication, I thought it would be neat to have a column written from the perspective of those of us who are usually in the passenger seat. Although many of the ladies of our club do drive some of our old cars, we usually see our male counterparts behind the wheel while we enjoy (or survive) the view from the passenger seat. As a passenger I find myself in one of two states:

1. Completely mesmerized by the scenery on the wonderful drives we take and enjoying the ride along the way. I think about what it would have looked like outside my window back when the car I'm riding in was new. I enjoy watching my husband drive the car that he has wanted since he was a little boy. I love watching our kids waving to people out of the back window. I like seeing the excited faces of people as we drive by when they notice the old cars. Even though they aren't riding with us, they seem excited to see us don't they? I really enjoy when a long row of cars arrives together when we reach our destination.

OR

2. Completely panicked thinking we are going to break down, get lost, run out of gas, blow a tire, lose a door or some other random disaster because we are driving around in an 85-year-old car and I find myself wondering who, exactly, signed me up for this?!

I realize that some of the ladies are just along for the ride because if they didn't come they'd never see their husbands on the weekend. Sure there are challenges some of the time like miserable weather, lousy directions, or grumpy cars. Sometimes the cars do break down or something happens to make the day less than ideal. I believe, for the most part, that we come along because we truly enjoy it. I have heard many stories over the years as I've had the chance to get to know some of my fellow passengers in the club. It is my goal to fill this column with stories from the perspective of those of us in the passenger seats. I hope you'll help me fill this space with your stories... the good, the bad, and the ugly!

All joking aside, we usually do just fine don't



we? Most of the time, it's a wonderful experience each and every time we go out and we realize just how lucky we are when we take the time to slow down and enjoy the view from the passenger seat.

Here are some questions I'd like to start asking the club passengers:

1. With whom do you spend most of your time as a passenger?
2. What do you like about the way your driving partner operates their old car(s)?
3. What makes you the most nervous about the way your driver operates their old car(s)?
4. If you ride in more than one car, which is your favorite and why?
5. What is your most frustrating story as a passenger?
6. What is your most memorable story as a passenger?
7. If your favorite car to ride in could tell us something about you and its driver, what would it say?

Please feel free to contact me directly to participate in this part of the magazine. I'd love to hear from you. You can email your answers to Melanie@HarwoodMotors.com or call me at 440-840-7474 any time! If you'd like to mail them to me, please send to:

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EVENT: SPREAD EAGLE TAVERN DAY TOUR

BACK IN TIME

Multi-club tour offers something for everyone

By Matt Harwood

It looked like rain when we set out on the morning of May 21, headed south towards Salem, Ohio, but the turnout for Wendy and Morrie Dannenhirsch's driving tour to the Spread Eagle Tavern was a great success. Open to multiple clubs, including the ORCCA, VMCCA, AACA, Buick Club, Early Ford V8 Club, and the Cadillac-LaSalle Club, you know there was going to be an interesting variety of hardware in attendance.



Melanie Harwood's 1966 Ford Mustang (NC), Harwood Motors' 1971 Buick Skylark (NC), Rich Fink's 1978 Buick Riviera (NC), the Browns' 1941 Cadillac 60S, and the Dannenhirschs' 1936 Buick Roadmaster

My wife, Melanie, was eager to drive her relatively recently acquired 1966 Mustang GT convertible (NC) to an event while I grabbed a 1971 Buick Skylark convertible (NC) out of the showroom, and we headed to Streetsboro to meet the rest of our early morning group. Shortly thereafter, we were joined by the Dannenhirschs in their 1936 Buick Series 80 Roadmaster sedan, Bob and Diane Brown in their 1941 Cadillac 60 Special, and Rich Fink in his 1978 Buick Riviera (NC).

Warily watching the skies, which drizzled on us a bit but eventually allowed top-down cruising to Salem where we were meeting at CCCA National President David Johnson's home. The drive down Route 14 to Salem is scenic, perfect for old cars and the destination is a wonderful trip back in time. If you



haven't been to Salem, you're missing one of the real gems of eastern Ohio, as it was home to wealthy Youngstown and Warren, Ohio industrialists in the late 19th and early 20th centuries. Featuring a charming downtown area and beautiful Victorian homes on tree-lined streets, it's a wonderful little enclave of Classic Era elegance and home to some of the finest Classic car collections in the region.

Visiting the Johnson collection is always a treat, with a beautifully-built vintage garage housing a dozen high-quality Full Classics, including Lincolns, Packards, and Cadillacs of the late pre-war era. Here we were joined by as many as two dozen additional vehicles of all makes, years, and styles, ranging from a 1935 Ford phaeton to a 1957 Cadillac Eldorado Biarritz convertible. The driveway alone would have made a worthy show just about anywhere else and once again I'm reminded how wonderful northeast Ohio is for car collectors.

Refreshed, we once again hit the road for the modest drive to Hanover, Ohio, home of the Spread Eagle Tavern.



A glimpse inside Dave Johnson's beautiful garage



Guests and vehicles gather at the Johnson garage

If you've spent any time at all in an Ohio car club, then you already know all about Dave Johnson's Spread Eagle Tavern, a favorite destination on car tours for many years. The Tavern was built in 1837 and has been in almost continuous operation ever since. Faithfully and conscientiously restored by the Johnson family, it offers fantastic dining and old world accommodations that have their own unique charm. Dave Johnson regaled us with the Tavern's rich history and we enjoyed an excellent meal. Outside, our cars awaited, parked on the road in front, spaces which are always reserved for old cars of any kind when they visit the Tavern.



Fine dining from the 19th century

Following lunch, a number of more hardy members headed north again to New Baltimore and a homemade ice cream stand, which, despite the rain and the wait, was worth it.

Melanie and I, in our convertibles, probably put the tops up and down five or six times during the day, not wanting to miss any opportunity to enjoy open-air motoring in the early summer.



Thanks again to Morrie and Wendy Dannenhirsch, David Johnson, the many club members who attended and drove their cars, and the always excellent Spread Eagle Tavern staff! 🚗



Parking outside the Spread Eagle Tavern

EVENT: THE 58th ANNUAL FATHER'S DAY CAR SHOW
RAIN, RAIN, GO AWAY!

The weather threatened but it didn't stop Ohio's best old car fans

By Melanie Harwood

"Hello, Melanie?"
 "Yes, this is Melanie."
 "Did you know it's going to rain on Sunday?"



The Century class featured more than 20 100-year-old cars!

About ten days before the Annual Father's Day Car Show at Stan Hywet Hall & Gardens, I started receiving calls and email messages each day asking if I had heard the latest forecast. Not only had I heard it, I had installed several apps on my phone and my computer to monitor the weather in real time! When one looked especially dreadful I would turn to the next in search of some reassuring pictures of sunshine

instead of little pictures of lightning. After some time, I realized all of the forecasts were different. Some said rain in the morning, some said rain all day. Some said rain would start precisely at 9:00am when the gates would officially open and promptly stop at 4:30pm when the show would close for the day. I decided to stop looking. The weather would be what it would be and there was nothing we could do about it.



Inner Circle: Doug Seybold's 1940 Buick 80 Limited and Gene Tareshawty's 1940 Packard Darrin

On the Friday before the show I joined "the guys" to help with the field layout. This was the first time I had ever been on site to help with this and it was very interesting. Bob Brown, Stan Hywet Head Judge Extraordinaire, had received the full list of



Despite threatening skies, the show field was full



Inner Circle: Bob DiCarlo's 1942 Lincoln Continental and Bob Brown's 1942 Packard 180 Limousine

car registrations from me prior to this. By the time we met to mark the field, he knew exactly how the field would need to be arranged in order to properly accommodate and display all of the cars. With the help of several show veterans (Dave Heinrichs, Joe Platten, Al Truelson, Margus Sweigard, and Jerry Gentner) we followed Bob's quiet but accurate directions and slowly the field started to take shape. I could imagine the cars filling the spots and was very excited to see it all coming together. We set a record apparently by having everything complete within just a couple of hours.



Photo: Norm Cangey

Inner Circle: David Johnson's all-original 1941 Packard 180

Saturday afternoon is historically our time to place our Inner Circle cars in front of the mansion. Due to the weather, we had a lot of folks hold off and bring their cars in on Sunday morning instead. We were busy on Saturday afternoon, however, with some of our Century Class vehicles who were invited to bring their cars early. We had 25 Century Cars register for the show. We knew we would lose several of them due to the threat of rain but we were so pleased to find

we had a long row of cars that were *at least* 100 years old This special class was created to help celebrate Stan Hywet Hall & Gardens' 100th anniversary. It was such a big hit that we will include it in future shows!

This year's Inner Circle featured Full Classics from 1940-1944. On Saturday evening, many of the Inner Circle participants attended a dinner at Papa Joe's Restaurant just down the road from the show field. This dinner is a wonderful opportunity for the Inner Circle participants to meet each other and share some stories about the cars they are presenting at the show.



Inner Circle: Jim Keller's 1940 Packard 160 convertible coupe and Dan Hanlon's 1942 Packard Darrin

Show day is always hectic and having a car right in front of the mansion means Inner Circle participants spend a lot of time meeting and greeting spectators. The dinner is a nice way for our Inner Circle guests to spend some time together before the show.

"Hello, Melanie?"
 "Yes, this is Melanie."
 "Is it raining there?"

continued on page 10



Class 1: Margus Sweigard's 1932 Buick 91 club sedan, Norm Cangey's 1930 Packard 733 phaeton, David Schultz's 1930 Lincoln club sedan

Stan Hywet (continued)

Those were the phone calls I was taking on the morning of the show. It wasn't raining when we got to Stan Hywet at 7:00am but boy were the skies threatening us every time we looked up. It sprinkled enough a couple of times to have to wipe off cars but the rain did hold off for most of the day. Many car owners decided to not take a chance in getting their cars wet but most decided to give it a shot and we had a great turnout! The sun made its break through the clouds and with it a huge influx of people coming through the gates to see the cars. The grounds were busy throughout the day and we had a wonderful showing of cars representing all classes.



Photo: Norm Cangey

Carl Hummel's glorious 1927 Packard 336 roadster



Photo: Norm Cangey

Lee Wolff brought this 1923 Rolls-Royce Oxford Silver Ghost

2015 saw another great turnout for the Youth Judging program in partnership with Jestin Davis from Hagerty Insurance. We had 12 children participating, ranging in age from six to sixteen. They had orientation with ORCCCA Assistant Director



Class 2: Jerry Gentner's 1937 Cadillac, Morrie Dannenhirsch's 1936 Buick 80, Randy Kertesz's 1936 Packard phaeton, Frank Beard's 1934 Packard convertible sedan, Mike Kochilla's 1937 Packard 12 coupe roadster



Class 3: J.W. Gehring's 1941 Cadillac 60S, Al Truelson's 1946 Cadillac 60S, Gary Rosenthal's 1947 Lincoln Continental, Phil Tobin's 1941 Buick 90



Photo: Norm Cangey

Steve Yoder's 1930 Packard 733 club sedan



A flock of Thunderbirds



Ford Model A, always a popular class



Model T assembly team was impressive



Lots of cars and sunny skies!

Matt Harwood and his 1929 Cadillac before getting up close and personal with several other cars at the show. With the never-ending concerns over weather we decided to keep it short and sweet and move them along so they could interact with several owners and their cars. Each year I am amazed by the generosity of our club members who are willing to take extra time not only talking to these junior enthusiasts, but allowing them to really get close to the cars. By "close to the cars" I mean allowing them to touch them, sit in them and really get a close look at the details that make these cars so special. The future of the hobby we all love is going to be in the hands of these young judges some day and the only way that can happen is if we share our knowledge and passion with them along the way. Thank you to all of the members who were so giving of their time with our youth judges. At the end of the day, they made their choice and presented Al Truelson with a trophy for the Kids' Choice Award when they selected his 1946 Cadillac Sixty Special.

The rain held off until it was time to announce our judging results. Show Coordinator Margus Sweigard flew through the results and we passed out trophies in the rain in an effort to get everyone off the show field and safely on their way home. Overall, the

rain stayed away and we had another wonderful event celebrating the hobby we all love.

On behalf of the Father's Day Car Show Committee, I would like to thank everyone who helps to make this show a success year after year. There is so much going on behind the scenes before, during and after the show that most aren't aware of. Jobs ranging from parking cars to tabulating scores to stuffing goody bags to judging cars are all filled by wonderful volunteers. We couldn't do any of it without your help. We also can't possibly list everyone by name but you know who you are and we thank you! 🚗



2015 ORCCCA Stan Hywet Father's Day Show Awards

Jack Trefney Memorial Award (Best 1920s Car)

Bob Atkinson – 1927 Buick Model 47

John Addams Award (Best Post-War Cadillac)

Larry Pitts – 1950 Cadillac

Judges' Choice Award

Allan Warner – 1930 Cadillac 30-168

Hagerty Youth Judging Kids' Choice

Al Truelson – 1946 Cadillac Series 60 Special

Class 1 - Full Classics 1925-1932

1st Allan Warner – 1930 Cadillac 30-168
2nd Carl Hummel – 1927 Packard 336
3rd Stephen Yoder – 1930 Packard 733 Club Sedan

Class 2 - Full Classics 1933-1939

1st Frank Beard – 1934 Packard Convertible Sedan

Class 3 - Full Classics 1940-1948

1st Gary Rosenthal – 1947 Lincoln Continental
2nd Philip Tobin – 1941 Buick 90 Limited

Class 4 - Century Cars

1st Rick Hudak – 1912 Cadillac 30 Touring
2nd Alan Wilber – 1910/11 REO 4-Door Touring
3rd David Masa – 1912 Siddeley Deasy 14/20
Touring Phaeton

Class 5 - Model T Fords

1st Joe Michalek – 1926 Ford Model T Speedster

Class 6 - Model A Fords

1st Ron Sandy – 1929 Ford Model A
2nd George Barber – 1929 Ford Model A
3rd George Gipirri – 1930 Ford Model A

Class 7 - Work Vehicles, Commercial & Military

1st Norm Smith – 1952 Crosley CD / Dan Rhodes –
1953 3100 ½ Ton Pickup
2nd Jack Harig – 1953 Willis M 38 A1
3rd Richard Jandrey – 1949 Ford F1 Pickup

Class 8 - Corvettes 1953-1967

1st Roger Angel – 1957 Chevrolet Corvette
2nd Mark Boczulak – 1965 Chevrolet Corvette
3rd Ron Matthews – 1964 Chevrolet Corvette

Class 9 - Corvettes 1968-1990

1st Robert Miller – 1974 Chevrolet Corvette
Convertible
2nd Larry Wingert – 1976 Chevrolet Corvette

Class 10 - Chevrolet 1946-1969

1st David Mangan – 1967 Chevrolet Chevelle
2nd Richard Beresh – 1955 Chevrolet Bel Air Coupe
3rd Fred Leffler – 1969 Chevrolet Camaro

Class 11 - Chevrolet 1970-1990

1st Gary Dominski – 1972 Chevrolet Monte Carlo

Class 12 Chevrolet Corvair

1st Gary DeMoss – 1963 Chevrolet Corvair
2nd Vivian Harig – 1964 Chevrolet Corvair 975
Convertible
3rd Jeffrey Louis – 1963 Chevrolet Corvair

Class 13 Ford Thunderbird through 1990

1st Greg Hackett – 1957 Ford Thunderbird
2nd Bill Mulh Sr. – 1979 Ford Thunderbird
3rd Robert Hunt – 1965 Ford Thunderbird

Class 14 - Ford Mustang through 1990

1st John Koza - 1989 Ford Saleen Mustang
2nd Diane Geul – 1970 Ford Mustang
3rd Ed Sebak – 1967 Ford Mustang

Class 15 - Sports Cars through 1958

1st Ronald Boals – 1958 Triumph TR3A
2nd Dan Ferlan – 1956 Porsche Coupe A
3rd Lee Kohanski – 1952 MG TD

Class 16 - Sports Cars 1959-1972

1st Chuck Loper – 1962 Jaguar E-Type Roadster
2nd William Kinney – 1967 Austin Healey BJ8
3rd Eric Langreder – 1971 Triumph TR6

Class 17 - Sports Cars 1973-1989

1st Frank Vitale – 1985 Porsche 944
2nd Richard Stoll – 1985 Nissan 300Z
3rd Dominic Perri – 1973 Jaguar E-Type

Class 18 - Production 1916-1932

1st Bob Atkinson – 1926 Buick #47 Sedan
2nd Mike Muzila – 1931 Chevrolet Roadster
3rd Richard Sterner – 1932 Plymouth PB

Class 19 - Production 1933-1950

1st Harold Young – 1938 Buick Special
2nd Douglas Caughey – 1946 Ford Deluxe
3rd Joseph Pallotto – 1936 Buick Opera Coupe

Class 20 - Production 1951-1955

1st James Leu – 1953 Studebaker Commander
Starliner
2nd Grant Beard – 1954 Bentley R-Type
3rd James Olsen – 1951 Oldsmobile 98

Class 21 - Production 1956-1960

1st John Brinzo – 1957 Ford Fairlane 500 Sedan
2nd William Schumann – 1957 Pontiac Star Chief
3rd Robet & Lois Barbero – 1960 Jaguar Mark 2

Class 22 - Production 1961-1965

1st Kevin Haines – 1965 Pontiac 2+2
2nd John Slikkerveer – 1963 Ford 300
3rd Rafael Oletta – 1963 Oldsmobile Starfire Coupe

Class 23 - Production 1966-1968

1st Steve Wajnarowski – 1967 Chevrolet Impala
2nd Michael Baker – 1966 Ford Galaxie
3rd Russell Bennett – 1966 Oldsmobile Toronado

Class 24 - Production 1969-1972

1st Bill Mulh Jr – 1972 Ford Gran Torino Sport
2nd Denis Malnar – 1970 Buick Skylark GS
3rd Richard Hinkle – 1972 Oldsmobile 98

Class 25 - Production 1973-1979

1st Mark Lammlein – 1973 Buick Riviera
2nd David Montgomery – 1976 Pontiac Trans Am
3rd Ron Huffman – 1979 Lincoln Town Car

Class 26 - Production 1980-1990

1st Sancia Buffa – 1988 Mercedes-Benz 560SL
2nd George Uhler – 1989 Isuzu Impulse
3rd Chuck McFarren – 1985 Buick LeSabre LTD

Class 27 - Production Stock Muscle Cars 1964-1972

1st Louis Falcone – 1965 Pontiac GTO
2nd Thomas Kalski – 1971 Plymouth 'Cuda
3rd Ron Buffa – 1965 Pontiac GTO

2015 Inner Circle Feature Cars (Full Classics, 1940-1944)

1940 Packard 160 Convertible Coupe – Jim Keller
1940 Buick 80 Limited Convertible Sedan – Doug
Seybold
1940 Packard Darrin Convertible Victoria – Gene
Tareshawty
1941 Packard Convertible Sedan – David Johnson
1942 Lincoln Continental – Bob DiCarlo
1942 Packard Touring Sedan – Bob Brown
1942 Packard Darrin Convertible Victoria – Dan
Hanlon

We would like to thank the following Class Sponsors for their generous support:

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Claridon Auto Restoration

A *Full Classic* thank you goes out to **Spread Eagle Tavern** for sponsoring the Judges' Choice Award. We would also like to thank our Inner Circle Presenting Sponsor and Youth Judging Program Partner, **Hagerty Insurance**. And finally, we would like to thank our partners, both staff and volunteers, at Stan Hywet Hall & Gardens for co-hosting this event with us for the past 57 years.

-Melanie Harwood



There is a real risk in waiting too long to order your Cadillac

EACH year we have urged the public to guard against possible disappointment.

And each year, in spite of this warning, many have had to content themselves with some other car because they could not get a Cadillac.

In spite of steady increases in production, the annual Cadillac shortage is almost a mathematical certainty.

There is every indication that the current season will see that condition materially emphasized.

There is the steady, stable, year-in-and-year-out Cadillac demand to begin with—a very large number who automatically repeat.

And then, there is the large—and steadily growing larger—element of increase in new Cadillac ownership.

This has been strikingly marked ever since the advent of the Cadillac "Eight."

Thus far its sales have reached the impressive total of more than twenty-one thousand cars, amounting in value to more than forty-seven millions of dollars.

The vogue of the Cadillac Eight has never been perceptibly checked or challenged by any other car.

True, there may have been, from time to time, cars which—in advance—gave promise of comparable charm.

But their appearance served rather to stimulate admiration for the Cadillac and to emphasize its inimitable qualities.

Cadillac prestige is based on the universal esteem for the soundness of Cadillac policies and the soundness of Cadillac principles of construction—and the feeling that the new Cadillac exemplifies the most luxurious form of motoring yet evolved.

Cadillac prestige is steadily growing greater—the Cadillac demand will go right on expanding in volume and in enthusiasm.

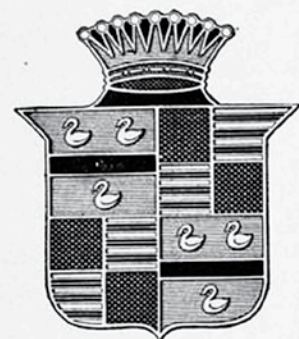
Therefore, when we urge you to assure yourself of Cadillac delivery, it is that you may guard against disappointment.

If you can secure a Cadillac now, protect yourself, and take it.

If you cannot do better than to arrange for delivery in a month or two, we urge you to take that precaution.

Styles and Prices

Standard Seven passenger car, Five passenger Salon and Roadster, \$2080. Three passenger Victoria, \$2400. Four passenger Coupe, \$2800. Five passenger Brougham, \$2250. Seven passenger Limousine, \$3450. Berlin, \$3600. Prices include standard equipment, F. O. B. Detroit.



THE COAT OF ARMS OF ANTOINE DE LA MOTHE CADILLAC WHO FOUNDED IN 1701, UNDER COMMISSION FROM LOUIS XIV. THE COLONY ON THE SITE WHERE NOW STANDS THE CITY OF DETROIT. THE TYPE 53 CADILLAC CAR IS DISTINGUISHED BY THIS COAT OF ARMS MOUNTED UPON ITS RADIATOR.

Cadillac Motor Car Co. Detroit, Mich.

FEATURE: 1916 CADILLAC TYPE 53

THE NEW CLASSIC

The CCCA's newest members are also its oldest

By Matt Harwood

Dave Heinrichs has been waiting for this for five decades. In March of 2015, the CCCA officially recognized a number of early marques as Full Classics, including Cadillacs dating back to 1915. As a result, Dave's imposing 1916 Cadillac Type 53 7-Passenger Touring is now an official part of the CCCA roster. Given the overwhelming club support for the change, it seems that the early cars have earned their spot on the approved list.

The Heinrichs' Cadillac carries a great deal of history behind it, with Dave's father acquiring it from the second owner, a politician, in 1960. As Dave jokes, "My mom says the back seat of that car was my playpen—you can probably see my teeth marks on the back doors!" Today it shows just 24,846 original miles and while it was repainted sometime in the 1950s, along with some new upholstery at the same time, it is remarkably untouched overall. The engine has never been opened, the chassis is original, the lovely wood spoke wheels are as they were in 1916, and the running boards are still boast cork inserts



Dave Heinrichs at speed in his 1916 Cadillac

installed by that former politician who used them to secure a bell during parades. It's also fitted with an exhaust whistle, perhaps leading to speculation that Cadillacs are equipped with "all the bells and whistles."

The 1916 Cadillacs were not much altered from the ground-breaking 1915 models, which brought substantial changes, not the least of which was the all-new 314 cubic inch V8 engine. The Type 53 of 1916 offered a rather impressive 77 horsepower and, of course, the self-starter system with integral generator pioneered by Delco just a few years earlier (see sidebar). It is also noteworthy that the 1916 Cadillac was the first automobile to offer the standardized control layout we still use today, with the shifter and hand brake in the center of the floor, a key-operated ignition system, and the pedals arrayed in familiar fashion with the clutch on the left, brake in the center, and accelerator on the right. When new, it cost \$2080 (for comparison, a 1916 Model T Ford touring cost \$360).

Styling was refined, with a taller hood, more rounded radiator shell, and a sleeker overall look. 1916



Radiator shell, Moto-Meter, and Cadillac crest

continued on page 18



1916 Cadillac Type 53 7-Passenger Touring
Owner: David Heinrichs, Columbia Station, Ohio

New Classic (continued)

models are most easily identified by their rounded door corners, contrasting with the sharp corners of 1915. Details such as bumpers and a rear-mounted spare tire were optional, but a full set of side curtains and a folding "one man" top were standard equipment. Heinrichs' car is outfitted with a rear-mounted spare tire and a Waltham 8-day clock. You'll also notice the textured headlight lenses, which were designed to diffuse the light over a wider area.



*Rear-mounted spare tire was optional
Additional taillight added for safety*

Leather upholstery was standard on open cars for decades, and this Cadillac is no exception. Simple pleated seats front and rear provide seating for five, with two jump seats folding out from behind the front seat. In truth, those jump seats are probably best for children or people you hate, but they're neatly finished and very well preserved. Door panels are simple and the front seat floor is linoleum for easy maintenance, since 1916 was a muddy time (in fact, check out the built-in boot scrapers on the edges of the running boards!). Overhead there's a black canvas



Robust "fatman" steering wheel and controls

top with oval rear window, and while it has turned yellow with age, it remains remarkably clear. The original side curtains are also intact, with Heinrichs recently having replaced the clear plastic for another 50 years of all-weather motoring.

Cadillac's 314 cubic inch V8 is a monoblock design; that is, without detachable cylinder heads, and using two banks of four cylinders bolted to a cast aluminum crankcase. There are priming cups atop the cylinders for cold-weather starting, but Heinrichs has never used them. Near the firewall you'll see the Delco starter/generator with a driveshaft running forward to the camshaft gears at the front of the engine, which also drive the water pump and cooling fan. The fan includes a spring-loaded clutch mechanism that disengages at speed to reduce noise and improve efficiency. A familiar distributor sits on top, feeding the plugs through conduits that ensure the engine bay looks clean and orderly. There's lovely machine work throughout and the aluminum castings are industrial works of art, remarkable considering that the car was designed and built decades before the first computer



Instrumentation with manual fuel pump knob on right

was invented. There's a massive radiator up front, and Heinrichs reports that the Cadillac runs cool under almost all circumstances. "You could almost put your hands in the radiator while it's running," he says.

The remarkable thing about this 100-year-old Cadillac is simply how easy it is to drive. Aside from the familiar controls and electric starting, Heinrichs reports that this is the most reliable old car he's ever owned. In 55 years under his family's care, it has only failed to start once, and that was because the distributor cap got wet; otherwise it has been as reliable as a New York City taxi cab.

Climb behind the wheel, which is a hinged "fatman" style that's necessary for ingress no matter how trim your physique, and it's your typical old car view: long hood, individual headlights cradled by the fenders, and a moto-meter way out there on top of the radiator. Controls and dials are arrayed almost haphazardly across the flat body-colored instrument panel but cover the basics: speed, oil pressure, amperage, and one that might be unfamiliar to those of us with later Classics: *fuel pressure*.



Spacious rear seat area with room for five

In 1916, Cadillac used air pressure to feed the carburetor, so prior to starting the car you must manually pressurize the fuel system using a hand pump on the dash just to the right of the speedometer. Pump it up to about 1 PSI, turn on the ignition switch to your left, and press the floor-mounted starter pedal. The electric self-starter whirs and the torquey V8 burbles to life without much effort, just as it has for decades. A built-in air pump keeps the fuel system pressurized once it's running.



314 cubic inch V8 makes 77 horsepower

The three-speed manual transmission is non-synchronized (of course) and gearing is designed for a world without pavement or high-speed freeways, so the Cadillac will move off at idle if you're skillful with the clutch. You're in second gear before you're going 3 MPH, in third by 10 MPH, and after that the engine will pull easily to 35 MPH where it's happiest. A quick double-clutch between gears and there's no gear clash and the V8 sounds robust through dual exhaust pipes out back (yes, dual exhaust was standard equipment in 1916!).

At speed, it's busy but the car feels sturdy, a testament to both the quality of the car and the low mileage. The view is commanding from high up in the driver's perch and the fat wood-rimmed steering wheel

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Heart of the electrical system: the Delco self-starter/generator at the rear of the engine

New Classic (continued)

telegraphs what the front wheels are doing almost too well, because there's no filter between the rubber and your fingertips. Brakes are external contracting on the rear wheels only, so you must absolutely plan your stops, particularly in the rain. But when you need them, the brakes are as firm and confident as they can be given their design limitations. Heinrichs, a collector car mechanic by trade, obviously keeps all his machinery in top condition.

"The Cadillac has always been my favorite car to drive," Heinrichs says. "It's Old Reliable. I never have to worry about taking this one out because I



Wood spoke wheel with integral brake drum

know it will always get us home." What doesn't he like about the Cadillac? "I wouldn't mind some more highway-friendly gears because it's hard to tour alongside newer cars when your cruising speed is 35 MPH." With the addition of these "new" Classics, Heinrichs is optimistic that the CCCA will implement Caravans geared exclusively towards the early cars and their inherently lower speeds.

We look forward to seeing more early cars at CCCA events, but for those of us in the Ohio Region, this Cadillac is already an old friend. 🚗



Charles F. Kettering *Automotive Inventor*

On a winter night in 1908, Byron Carter, founder of Cartercar, came across a stranded motorist on Belle Isle in the middle of the Detroit River. Offering his assistance in cranking the engine, he suffered the same fate as so many other early drivers: *kickback*. Carter's jaw was broken in the mishap and he later died of complications related to the injury. When Cadillac's chief engineer, Henry Leland heard the news of his good friend's death, he stated, "*The Cadillac car will kill no more men if we can help it.*"

Charles Kettering, inventor, researcher, and scientist, was tasked with the job of creating a self-starter for automobiles. By 1911, Kettering's Dayton Engineering Laboratories Company (Delco) had devised what we now acknowledge as the modern automotive electrical system. That same year, Leland placed an order for 12,000 self-starting units and Kettering would go on to win the 1913 Dewar Trophy for his invention.

A few years later, Kettering would sell Delco to United Motors Company, which itself became part of General Motors in 1918. As a result of this, Kettering would become the vice president of General Motors Research Corporation, a position he would hold for the next 27 years.

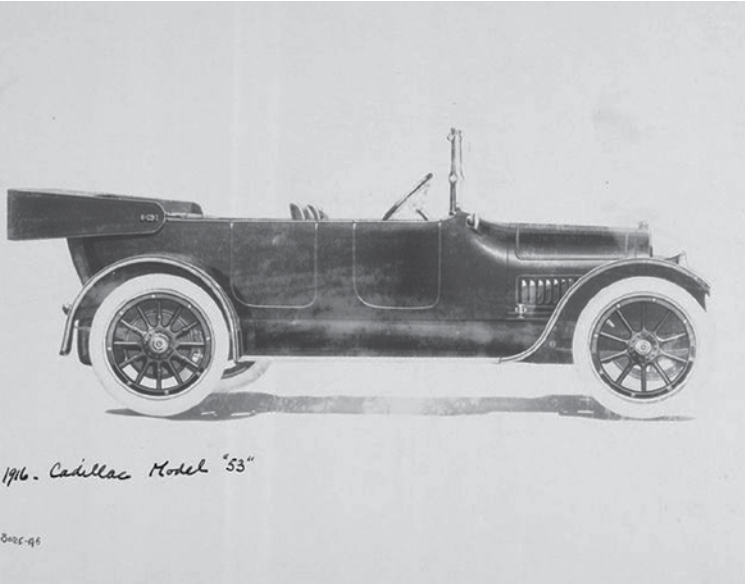
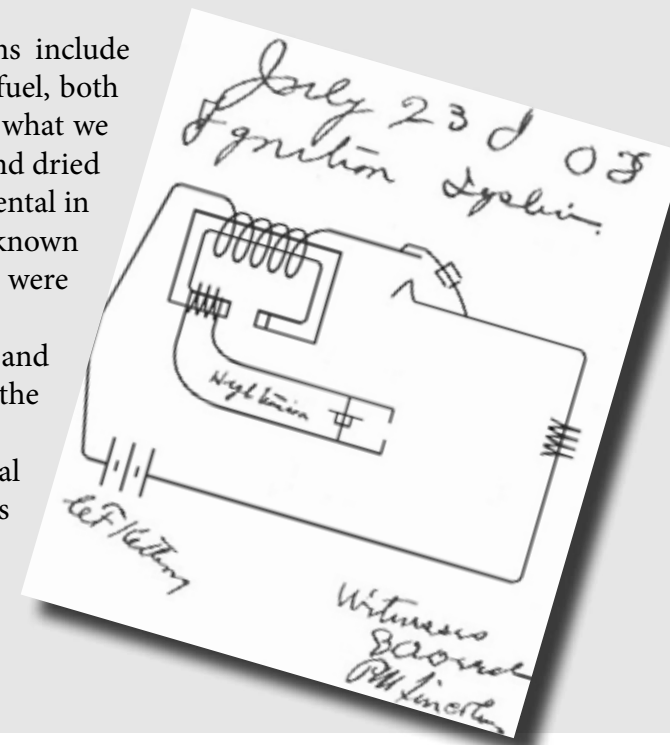
Some of Kettering's more notable automotive inventions include fuel additives, including tetraethyl lead and an ethanol-blended fuel, both of which were designed to eliminate engine knocking by raising what we now call the *octane rating*. Duco paint, which was easy to apply and dried quickly was another of his many inventions. And he was instrumental in the development of diesel engines for locomotives and the well-known Detroit Diesel Series 71 family of two-stroke diesel engines that were used in trucks and other heavy equipment for decades.

Kettering lived most of his life in the Dayton, Ohio area and built a house, "Ridgeleigh Terrace," which was the first house in the United States to have electric air conditioning.

Today, Kettering University, which is the former General Motors Institute, is named in his honor as well as numerous suburbs, schools, streets, and parks in both Dayton and Detroit.

Where would the automobile be today without his unique genius?

-Matt Harwood



Original 1916 Cadillac '53' catalog illustration

SPECIFICATIONS

Year: 1916
Make: Cadillac
Model: Type 53 7-Passenger Touring

Engine: 314 cubic inch monoclock V8
Horsepower: 31.5 SAE rating, 77 measured
Transmission: 3-speed manual, direct drive 3rd
Gear Ratio: 5.09:1

Wheelbase: 122 inches
Brakes: External contracting drums, rear
Wheels: Wood artillery, demountable rims
Tires: 36x4.5 Lester wide whitewall



EVENT: LIBERTY AVIATION MUSEUM TOUR
COME FLY WITH US

Vintage cars and vintage aircraft make for a great day tour

By Matt Harwood

Ever seen a Ford Tri-Motor in action? Thanks to George and Marjorie Strom and Dave and Dawn Heinrichs, we all had the opportunity to not only see a Tri-Motor up close, but to actually take a flight!

The date was May 23. The destination was the Liberty Aviation Museum in Port Clinton, Ohio. More than 20 vintage cars, including 15 Full Classics, started the day at Schoepfle Gardens in Birmingham, Ohio where we were treated a light breakfast and coffee. In the parking lot, a rather spectacular array of rolling stock had gathered, ranging from a 1916 Cadillac to a custom-bodied 1936 Auburn, as well as a few later collector cars. After a leisurely walking tour of the gardens, we packed up and hit the road.



Photo: Norm Cangey

Full Classics at Schoepfle Gardens

The Heinrichs and Stroms laid out an excellent route that involved winding country roads and minimal traffic, perfect for our vintage iron. My family and I were in our recently-acquired 1941 Cadillac Series 61 sedanette (not a Classic, sadly), which purred along effortlessly, following Jerry



Gentner's 1941 Cadillac Series 62 sedan and leading Bruce Williams' massive 1931 Marmon Sixteen.

90 minutes later, we pulled into the Liberty Aviation Museum, where the cars were treated to VIP parking on the tarmac. Inside the buildings we found history being restored, ranging from the usual Jeeps and half-tracks to a PT boat complete with twin rebuilt Packard V12s and a pair of restored warplanes, a GM TBM-3E "Avenger" bomber and a Harvard IV (T6J) trainer from the Royal Canadian Air Force. But the star of the show had to be the fully restored and functional Ford Tri-Motor, which was used for more than 50 years as part of the "World's Shortest Airline" on the islands of Lake Erie. Just to see it in action was remarkable, but tickets were available for flights, and the 1929 aircraft never stopped giving passengers the ride of their lives.

Although there's a period diner in the museum, they had arranged a special meal for tour guests in the main hangar area. The food was excellent and again, there was plenty to see inside and out. I suspect there

were more than a few nervous stomachs waiting for their turn in the Tri-Motor! 🛩️



Lunch in the Liberty hangar



Photo: Norm Cangey

RCAF Harvard IV (T6J) Trainer



Lots of history on display at the Liberty Aviation Museum



A full range of Full Classics



Photo: Norm Cangey

1929 Ford Tri-Motor with excited passengers



Whitewalls only!

EVENT: ARTHRITIS FOUNDATION CAR SHOW WEEKEND

CARS FOR A CAUSE

Why aren't you doing this?

By Matt Harwood

For several years now, we've attended the Arthritis Foundation Car Show in Dublin, Ohio. This year, it was held July 10-12 and Melanie organized it as an ORCCCA event, complete with a club banquet Saturday night. Ten hardy souls in five vintage cars made the leisurely drive down scenic Route 42 to Dublin. Here are my personal notes on the journey.

Friday, July 10

Melanie is taking her 1966 Mustang GT convertible. Our 1929 Cadillac's overdrive has given up the ghost, so I decide to drive something else. Go into showroom and spend two hours choosing the something else. Unable to decide. Select 1971 Pontiac T-37 at last minute simply because it's closest to the door. And because it has A/C. And 650 horsepower. But mostly the A/C.

First stop: Quaker Steak and Lube, Medina, Ohio
Pulling into the Quaker Steak and Lube parking lot, we're greeted by friends Al and Diane Truelson in their newly-acquired 1931 Cadillac 353 Town Sedan, Margus and Vicki Sweigard in their 1932 Buick 90 Series Club Sedan, and Bob Porter and friend Brad Dean from Pittsburgh in Bob's 1948 Chrysler Town & Country sedan. Weather is clear and cool. Lunch is warm and slow. My 6-year-old son, Riley, beats the claw machine and wins a rubber ball, thus ending the lesson I hoped to teach him about a fool and his money.

After lunch, Truelson discovers his Cadillac has no reverse gear. Watch Sweigard attempt to push the Cadillac uphill. I offer words of encouragement from a distance. Eventually several of us come to his aid, but only when it's apparent that his efforts will be insufficient. Truelson shouts useful instructions ("Push harder!") from the driver's seat. Cadillac moves.

We quickly realize that every single road in downtown Medina has been returned to its original dirt configuration. Construction workers arbitrarily break up our group while directing traffic, a game they've devised to amuse themselves, I suspect. I soon learn that a 650 horsepower engine does not like to sit still and it idles like someone has

removed a spark plug wire. Nevertheless, the A/C is killer and full throttle makes my eyes water and my knees weak. Worth it!

Clear Medina proper and Route 42 is indeed a delightful road for traveling in ancient machinery. The Cadillac and Buick seem happy at 50-55 MPH. I miss my own 1929 Cadillac and regret not bringing it. Bob Porter's Town & Country looks dynamite going down the road, by the way. Pontiac ticks along, inhaling premium fuel at the rate of about one gallon every 8 or 9 miles. Fourth gear is pretty busy but fifth is too tall. Spend most of this leg of the drive alternating between gears, decide that second gear at 6000 RPM sounds best but probably not ideal for fuel economy. Do it a few times anyway with Cody egging me on from the back seat. That kid's got potential.

Second stop: Sham Rock's Ice Cream



Because nothing says "we sell ice cream" like a smiling goat

Long Haul Gang pulls in and makes a scene at the ice cream stand. Order a medium-sized ice cream—at Sham Rock's, apparently "medium" is code for

"half-gallon." Get headache from eating too much ice cream too fast. When it passes, I go to the gas station next door to resupply the boys with water and snacks. Watch 1950s-era cashier attempt to operate 1980s-era cash register to sell 2000s-era teenager a can of Red Bull. Give up and buy water from vending machine instead. Back outside, everyone is getting ready to go; Truelson has parked smart so no pushing is required this time.



Third stop: Last Chance Gas, some farmer's field
Buick and Cadillac need gas. I'm about half full. Pontiac is fine, too. Melanie verifies that Mustang is OK on gas for a while longer. We move on, now watching the sky which has started to look ominous. Didn't they have a tornado here recently?

Fourth stop: Put up the top! Put up the top!

Rain comes. Follow Melanie into abandoned Beef Corral parking lot to put up Mustang's top. Bob Porter stops with us to make sure all is OK and to tell us he needs gas and will continue on his own. We are instructed not to worry. I inform him I am not the worrying type.

continued on page 26

“Cause” (continued)

Back in the Pontiac, set A/C to “meat locker” to help dry clothing. Later, keep spirits up by singing “Weird Al” Yankovic songs with Cody. Melanie reports via text message that the Mustang leaks. LOL

Fifth [unscheduled] stop: Traffic

Yes, we knew there was a lot of construction around the Dublin area. Sweigard yells something akin to, “Every man for himself!” and motors off. Truelson has a route in mind so we stay in formation hoping he knows what he’s doing.

Pontiac now dangerously low on gas, so I eventually break away to find fuel. Pump almost 20 gallons of premium into the Poncho.

Realize that my totally awesome sense of direction has once again let me down and Truelson isn’t here to bail me out, so I ask my phone to navigate me the quarter-mile to our hotel. Pull in to unload and discover that Happy Hour is already in high gear. Luggage can wait.

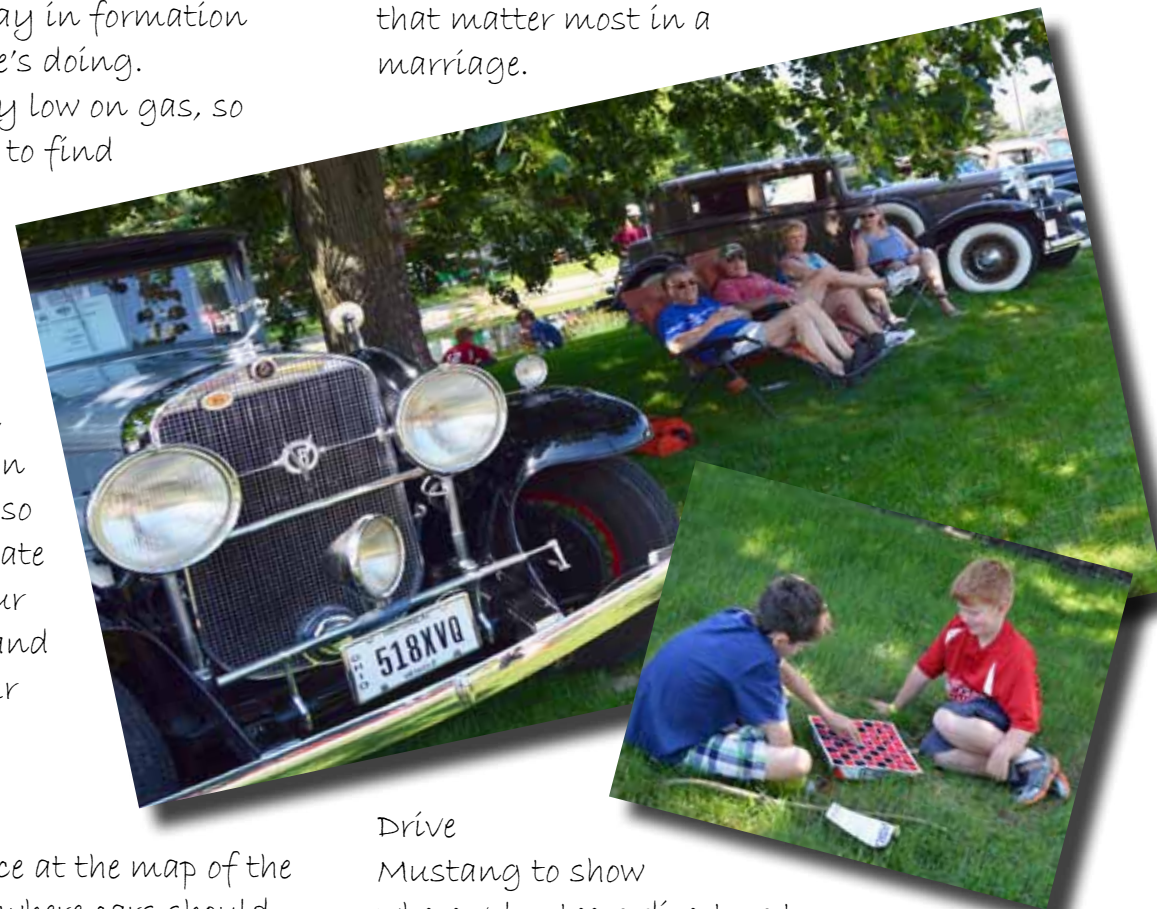
After Happy Hour, glance at the map of the car show and figure out where cars should be parked at the show tomorrow. Take Pontiac over and get prime spot Friday night so I don’t have to fight my way in with the other suckers Saturday morning. Ha ha, I’m so smart!

Saturday, July 11

The rain is gone and it’s a beautiful morning! Get up early and register the

Pontiac and Mustang for the show. Insist that Melanie’s name should appear on the windshield card for the Mustang. No problemo. They even take credit cards. Nice!

Go back and eat breakfast at the hotel buffet. Pontiac is already at the show (I’m so smart, remember?) and we note that the others have already gone over to find their spots. Put the top down on the Mustang. Celebrate my victory as I manage to snap on my side of the boot faster than Melanie does her side. It really is the little things that matter most in a marriage.



Drive Mustang to show where volunteers direct us to the correct area. There are approximately six-point-five million different Mustang classes at this show, and we discover that I chose the wrong one. Re-register the Mustang and spend five minutes with a disbelieving volunteer who is shocked—SHOCKED!—that we don’t want the car judged. No, not even for one of those 6-foot trophies we couldn’t carry home anyway.



Park Mustang and give it a quick clean-up. Looks pretty good for a submarine! Easy to love the little ragtop, especially in a sea of late-model ponies. This is great!

Go over to the Pontiac and discover that I had very cleverly parked it in the middle of the food vending aisle last night. It is now surrounded by a White Castle trailer, a pizza delivery car with a bumper sticker that says, “Ralph Nader Lives!” and a taco stand. Nonchalantly fire up the 650 horsepower engine and casually back it up 50 feet into the correct spot with the other Pontiacs. Nah, I’m sure nobody noticed.

Give it a wipe down, then have mild disagreement with the guy behind me who informs us that the grass median that we mistakenly believed was some kind of public space is actually his. “See? I put up a giant tent and filled it with junk,” he said, adding some gestures that have probably started wars in less civilized times. Assured him that Manifest Destiny was

probably OK with the Native Americans and left to go find our friends over in the Full Classic section.



This show is really well organized. They attract nearly 1500 cars and the setting is lovely, all grass and sidewalks and lakes and easy access to everything. From the shady Class 1 Full Classics area we can see all the cars coming in like a parade.

Across from us are the Italian exotics. Truelson and I wager on how long it will be before one of them does something stupid. Unsurprisingly, we don’t have to wait long.

I am consistently impressed by the response of the crowds to the older cars, particularly our Full Classics. The Cadillac and the Buick, not to mention Blaine Conrad’s gorgeous 1938 Lincoln Model K V12



Poncho (NC) and I make friends wherever we go!

“Cause” (continued)

convertible sedan and a delightful 1928 Hupmobile 8, all seem to attract a disproportionate amount of attention from this crowd. Photographers can't get enough of the hood ornaments and kids stare in wonderment at the spacious interiors and truly luxurious surroundings. Everyone can imagine the epic wealth that these cars represented.

It is for this reason that I vowed to bring a Full Classic whenever possible, because people need to see them. People WANT to see them. We are their ambassadors and it's a mistake to think that the whole world has moved on to hot rods and muscle cars, because this show demonstrates fairly



conclusively that it just ain't true. The Full Classics are rock stars here.

We have lunch out of a trailer in the vending area then walk around the show. Find Bob Porter's car among the Town & Countrys, which are one of the featured marques this year. A very impressive display of timber, including not one, not two, but THREE of the nine known 1942 barrel-backs. Wow!

We also visit the Early Ford V8 Club, which has a stainless steel 1936 Ford tudor sedan on display. These were built by Ford to showcase their “rustless steel” but the cost and complexity of stamping the relatively unforgiving metal made it a dead end. Well, until John DeLorean somehow “acquired” some cash to try it again in Ireland, but I digress. This little Ford is polished, which isn't technically correct but it does look spectacular. I remind Melanie once again that I really want a V8 Ford. She takes out her phone and pretends to take notes.



Stroll through the show field with the boys, telling them about interesting cars along the way and noting which ones appeal to them. Sadly, they have just awful taste in cars.

Speaking of Cody and Riley, they seem to be having a good time despite my instructions to stop throwing rocks in the lake behind the cars. Diane Truelson earns a gold star by conjuring some toys and games, seemingly from thin air. I slide under Truelson's Cadillac to examine his overdrive mechanism and gleefully discover that his car does not require the electrical systems that have hobbled my own overdrive setup. Also notice that Free-wheeling is still partially engaged—push lever into place and like a miracle, Reverse gear is restored! Actually, I am the only one who finds this miraculous.

Melanie has arranged a members-only dinner banquet this evening and we are pleased to be joined by Dave and Rachel Timmons, Tamea Sutphen and her nephew, Dave and Bonnie Washburn, and Bill and Nancy Bartholomew, all from the Columbus area. Timmons informs us that this is the first dry day they've had in six weeks—somehow the car show gods have



smiled on us. The buffet-style meal is quite good, the company is excellent, and the Sweigards' grandchildren, Emmeline and Henry, hit it off well with Cody and Riley. 2-year-old Henry decides the boys are excellent role models and the boys are delighted to have their own fan club.

Sunday, July 12

Morning comes all too soon. Yep, it's raining. Truelsons and Sweigards hit the road early to try to beat the worst of it while the Harwoods grab a late breakfast before going to bail out the Mustang. We set out for home, hitting I-71 for expediency's sake. Pontiac much happier in 5th gear at 70 MPH, Mustang tagging along behind. It takes about three hours to make it back, Pontiac is grumpy by the time we arrive, as am I. There's obviously a reason why we're not all driving 650 horsepower cars to work each day.

No mechanical failures, good weather when we needed it most, and friends that made the trip fun. We'll be doing it again next year—why not join us? 🚗



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