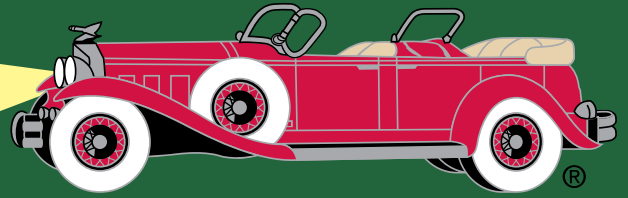


Northern Lights

The Ohio Region
Classic Car Club of America



JANUARY 2017



1932 Pierce-Arrow Model 54 Club Brougham

MORE GREAT STUFF INSIDE!

**ORCCA Salem Grand Classic
Tire Tech: Radials**

**Clambake!
Conneaut D-Day Re-Enactment**

Matt Harwood

Club Director
Editor "Northern Lights"
9852 Ravenna Rd. Twinsburg, OH 44087
216-849-5263
Matt@HarwoodMotors.com

Mike Dube

Editor "High Beam"
3178 Robin St. Ravenna, OH 44266
330-297-8792
shoveldog@aol.com

Al Truelson

Treasurer, Awards Chairman
3616 Erhart Rd. Litchfield, OH 44253
216-299-0576
imturfguyal@aol.com

Norm Cangey

Membership Chairman
21355 Hillsdale Ave. Fairview Park, OH 44126
440-333-8921
clockcangey61@att.net

Rich Fink

Secretary, Club Photographer
19130 Brookfield Dr. Chagrin Falls, OH 44023
440-384-3086
richfink@gmail.com

Bob Girardi

Club Historian
324 Substation Rd. Brunswick Hills, OH 44212
440-823-9151
bgirardi@juno.com

Andy Hussar

Club Projects
2150 Kenyon Ave. S.W. Massillon, OH 44647
330-575-3421
ahuss15@yahoo.com

David Heinrichs

Asst. Director, Head Judge
Stan Hywet Inner Circle
25716 Osborne Rd. Columbia Station, OH 44028
440-668-3763
HeinrichsVintageCarShop@gmail.com

Melanie Harwood

Stan Hywet Registrar & Coordinator
Webmaster, Co-Editor "Northern Lights"
9852 Ravenna Rd. Twinsburg, OH 44087
440-840-7474
Melanie@HarwoodMotors.com

Margus Sweigard

Stan Hywet Assistant Coordinator
2800 Hemlock Dr. Willoughby, OH 44094
440-942-1647
margussweigard@gmail.com

George Strom

Stan Hywet Inner Circle
646 Washington Ave. Elyria, OH 44035
440-322-6608

Allan Warner (alternate)

3354 Allard Rd. Medina, OH 44256
330-239-1406
allan.warner@yahoo.com

Bob Brown

Equipment Chairman
Stan Hywet Head Judge
635 Eastwood Rd. Hinckley, OH 44233
330-278-4318

Joan Kamper

Sunshine
9225 Lindbergh Blvd. Olmsted Falls, OH 44138
440-234-5659
Sunshine@ORCCCA.com

Much appreciated Assistants to the Board

Jane Dube, High Beam Editor
Joan Virostek, Stan Hywet Co-Coordinator
Marjorie Strom, Stan Hywet Inner Circle
Kat Fink, PR, website, cheerleader

Message from the Director

2016 is drawing to a close as I write this and thanks to the efforts of our fellow club members, it was one of the busiest years in recent memory. Plenty of events, driving tours, get-togethers, and other club-related activities ensured that there was something for everybody. None of this happens by accident, and we have a dedicated group of volunteers working behind the scenes to make things work smoothly. You've read it repeatedly here and I'm going to say it again: *why not you?*

The truth is, the same 10 or 15 people make it all happen, year after year. You know who they are, because their cars appear most often in this magazine and their names are listed over there on the masthead. Their dedication to the club is inspiring, and like those that came before them, they only want to make the CCCA the best old car club possible. The Board of Managers holds the planning meeting in December each year, mapping out the coming year's events, and perhaps that's why the same people seem to keep running events year after year.

For a change, I'd like to open up the calendar and planning to the entire membership (that's you) and invite all of you to think of a car-friendly event that you could plan, host, or organize. You'll have the full support of the board, we'll give you the resources, and since we're lucky to be one of the most financially stable regions in the entire CCCA, we'll help you make it affordable. We'll back you up by promoting the event here and in the High Beam newsletter, on the website, and by word of mouth. You'll be on our calendar and at the very least, you can count on a significant number of board members to show up, rain or shine. E-mail me or any other member for full details!

Think about what you can offer the club. It doesn't have to be much, but if there's a special place or a favorite drive or a local event that you think would benefit from a bunch of Full Classics in attendance, why not put it together? It's a bit of work, but I think you'll find that the rewards make it worth the effort. Get involved!

Matt Harwood
Director, ORCCCA

Event Calendar

- January 23** Sweigard Bonfire, Willoughby, OH
(Margus & Vicki Sweigard)
- February TBD** Tech Seminar, Harwood Motors
- March 29- April 2** CCCA Annual Meeting, Reno, NV
- April 29** Drive to Lakeside Sand & Gravel equipment show (Dave Heinrichs)



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EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

Well, it's auction season. In a few weeks, Scottsdale, Arizona will have car guys from around the world flooding in for a half-dozen auctions featuring cars of all kinds. For those of us in the industry, it's a good barometer of where the "business" of old cars stands, and for guys in the hobby, it's a good way to do a little comparing, a little value adjusting, and perhaps even broaden your knowledge base.

I typically try to avoid talking business in these pages because this is a club publication, but it seems that viewing old cars as an "investment" is becoming an integral part of the hobby. It's impossible to consider owning an old car of any kind and not think about what the return might be when the time comes to sell. For me as a professional, questions about values are the most common ones I get, which is why I thought I'd offer up some thoughts here.

There are a lot of magazines and even dealerships out there who will tell you that old cars have appreciated faster than the stock market, and for some models, that might be true. At the very highest ends of the scale, the cars move astoundingly quickly, with a car purchased at one auction being worth thousands more by the time the next auction arrives. That kind of whitewashing of statistics can skew perspectives, however, and even as a dealer, I advise my clients to always buy cars they love and let the money take care of itself. Buying a car to make money is almost always a mistake, and I can vouch for that—the cars that have been most profitable for me are those that I buy because I love them, not because I know the margins are good. Part of that is because I can represent them with real passion, but part of it is that if I love it, there's at least one other guy out there who will love it just as much as I do. That's my first piece of advice: *always buy for love, not money.*

What you'll see on TV are cars that look great under the lights. You'll see rare options and colors, unusual body styles, and all kinds of variety, which is what makes Scottsdale in particular so much fun—there's endless variety.

And boy, those cars sure look good, don't they? Wow! Surely those cars are carefully vetted by teams of experts employed by the auction companies. Of course there are knowledgeable guys examining each one, finding flaws, and correcting them so the next owner won't have any problems. Obviously they spend the time to verify histories, service records, and do the checking that separates a mediocre car from a great one.

Um, no, no, and no.

Anything the auction company (or the announcers on TV) says is something they got from the seller of the car. If you read the descriptions, which are often beautifully

written, they go into great detail about the company and the men that built the car, but there are few specifics about the car that will actually be crossing the auction block. They'll mention the colors, maybe a little history (if they know it), but if you read critically, there's virtually nothing there that will tell you anything you can use, and certainly nothing you can use against them later. They would like you to think that they're carefully vetting the cars and making sure that everything is as good as it can possibly be, but logistically, that's just not possible. Mecum moves 4500 cars through their auction in Scottsdale, Barrett-Jackson does almost 3000; do you really think they do anything beyond ensuring the title matches the VIN? Even the most prestigious auction companies specializing in Full Classics do little more than spray them with quick detailer and push them out into the sunlight for a professional photo shoot before hitting the block.

So that's my second piece of advice: *Be your own expert. Do not trust the auction company, no matter how reputable, to do it for you. They can't and they don't.*

Finally, there are values—you knew I'd come back around to that. The auctions are great for seeing big numbers and it's always a good sign that the economy is healthy if mid-range cars remain strong. Those are the cars most of us can afford, the cars we can buy with savings and perhaps some home equity. But it's always a mistake to assume that A) your car is the same as the one in the auction, and B) that one auction sale sets the market. Neither of those are true. If a car brings big money at an auction, there's usually a reason (and it isn't because there's a stupid rich guy being stupid and rich). Premium cars continue to appreciate, so if you have a Full Classic with more than 8 cylinders, well, it's probably worth a bit more this year than it was last year. The rest of us? Meh, pretty steady. My 1929 Cadillac is worth what I paid for it six years ago, and barring any critical meltdowns in other sectors, it'll be worth that much in another six years. So please be a bit skeptical when you see big money changing hands on TV, because there's a reason that car brought big money (or didn't). Like I said, the Scottsdale auctions are a great barometer for the health of the hobby, but prices do not change overnight.

Enjoy watching and bidding, but always be a passionate hobbyist first!

Happy Motoring!



FROM THE PASSENGER'S SEAT

Melanie Harwood, *Co-Editor*

2017 is the 60th Anniversary of the Father's Day Car Show at Stan Hywet Hall & Gardens. Registration opened January 1st, so don't delay.

Sunday June 18, 2017 will be the Diamond Anniversary of the show. Be sure to mark your calendars now!

REGISTRATION

If you are registering a CCCA Full Classic this year DO NOT PAY! When you register online, use the special code **ORCCCA** and your registration will be free of charge. If you register by mail, just send the form without a payment. *Easy!*

Registration forms are already available on the ORCCCA website at www.orccca.com/stan-hywet, and printed versions will be going out in the next High Beam and the next issue of "Northern Lights." You can also register online which is quick, easy, and secure (especially since it's free for Full Classics), and you're assured of getting a spot. Remember, this show sells out every year!

We are expecting to have a very strong showing of Full Classics at this year's show, including yours! After all, we are a club for Full Classics and we are the ones coordinating the show so these cars should be well-represented in Classes 1, 2, and 3, right? We will also be inviting neighboring CCCA regions to attend this special celebration as well so that we can work together sharing the cars we all love so much.

AUTO SHOW 1957

This year we are going to take a break from our Inner Circle of Full Classics so that we can create a special feature called "Auto Show 1957" which will represent a variety of cars that were new in showrooms in 1957. We are hoping to have a representation of fine 1957 production vehicles that will take us all back in time to the first Father's Day Show at Stan Hywet Hall & Gardens. Were you there? I'd love to hear from you if you were!

And please don't worry, the much beloved Inner Circle will return for 2018 featuring the earliest years of CCCA Full Classics 1915-1919.



STORIES

I'm calling out to our membership for your stories! I want to feature some memorable moments from the Father's Day shows you've attended over the years whether as a volunteer or showing a car. I would like to put these together on our web site and in Northern Lights later this year. If you have a fun story to tell, please send it to me by email to events@orccca.com or snail mail to:

Melanie Harwood
9852 Ravenna Road
Twinsburg, OH 44087

VOLUNTEER!

Most importantly, we need volunteers! It takes a huge team of volunteers to pull this show off each year. If you have volunteered in the past and would like to do so again, please let us know. If you have never volunteered and would like to for the first time, we definitely want to hear from you. If you have students in your family who need community hours for school, let them know there are opportunities to help out!

Please contact show coordinator Melanie Harwood for opportunities by email at events@orccca.com or call 440-840-7474.

SPONSORSHIPS

Don't forget that you can sponsor a class for just \$150, which also gets you in the official program, announcements throughout the day, and many other perks before, during, and after the show. Please contact Melanie Harwood for opportunities by e-mail at events@orccca.com or call 440-840-7474.

See you at the show!

EVENT: CONNEAUT D-DAY RE-ENACTMENT

STORMING THE BEACHES

Once again, the Allies prove that they're more than a match for the Nazis

By Diane Brown
Photos by Rich Fink

Saturday, August 20th was a beautiful day for a ride in our Full Classics. 72 of us met at McDonald's in Macedonia and we started out on a road trip for the day. Traveling through scenic countryside we saw farms, fields, and the Amish doing their daily chores. We also passed the world's largest wooden horse and buggy in Mesopotamia.



Bob Porter (standing) with Al Warner, Al Truelson, and Bob Brown (left to right)

No winding roads on this trip because we had quite a drive ahead of us to reach the Crow's Nest Restaurant in Ashtabula by lunchtime. We ordered off their large menu. Sitting in the air-conditioned restaurant was very nice as it would be the only cool part of the day.

After leaving the restaurant, we had another 12 miles to Conneaut Township Park. We were lucky to get permission to park in a friend's empty lot just a couple blocks from the reenactment. Armed with chairs, everyone started out to the reenactment

30,000 spectators are about to observe a historic event (the D-Day invasion of June 6, 1944 in Normandy, France) that can only be read about in history books. Authenticity is very important to all who participate in this event. Camps are set up for the Allied, German, and French troops. Tents are staged with all the items



that would have been found in the tents and on the grounds back in 1945. The reenactors pay for all their costs. Bullets cost \$.35-\$.60 per round. They provide their own uniforms and pay for all expenses traveling to Conneaut from all over the United States and Canada. Many of the 1800 reenactors own their own trucks, Jeeps, and Enfield motorcycles that are found on the grounds.

The D-Day invasion is enhanced by the heavy weapons that include six tanks, artillery pieces, flamethrowers, and mortars. Flying overhead was a B-25 bomber and a three quarter scale P51 fighter will be used in the reenactment. The landing craft that was used on the beach was provided by the Navy reserve station in Cleveland.

Everyone enjoyed the day but were all too happy to return to their cars and sit in the shade before heading home. 🚗



Period-perfect Cadillacs: Gentner's 1941 Model 62 sedan and the Brown's 1946 Model 62 convertible



Al Truelson awards Norm Cangey's 1932 Pierce-Arrow "Car of the Day"



Sweigard's 1932 Buick Series 90 club sedan



Harwood's 1941 Buick Limited dressed as "Chester Nimitz's staff car" with Truelson's 1946 Cadillac 60S



Allied troops storm the Conneaut beach



The authenticity, enthusiasm, and equipment used in the re-enactment was extraordinary



EVENT: 2016 ORCCA CLAMBAKE

FRIENDS AND FOOD

This year's clambake offered activities and great company to go with the awesome food!

By Diane Brown
Photos by Rich Fink

Sunday October 16 was a beautiful day for a drive. Fifty-two club members and more than 25 Classics met at Ironwood Golf Course to start the day off right with coffee, danishes, and some homemade clam chowder from our friend Diane Truelson. After an hour of visiting and socializing, we hit the road to Luther Farm Market.

At Luther Farm Market, there was farm fresh produce, children's activities, a petting zoo, and an air-powered pumpkin cannon, which was clearly the highlight of the stop. ORCCCA members lined up to launch a pumpkin at the metal targets several hundred feet away. In theory, the air-powered cannons could fire the basketball-sized pumpkins as much as a quarter mile! It was a lot of fun to watch them hit a target and vaporize on impact.

After having our fun with the pumpkins, we hit the road to Brushwood Park in lovely Richfield for a catered clambake and steak dinner hosted by the Browns and the Gentners. The meal was fantastic and everyone had more than enough of the fresh pies. A great fall tradition that always brings out the membership, the 2016 clambake was an unqualified success. And who would have thought that we would have a sunny 70-degree day in the middle of October?

See you next year! 🚗



The day started off well, everyone laughing and smiling



Dave Heinrichs tests his aim with the pumpkin cannon



Two of our hostesses for the day, Diane Truelson (left) and Diane Brown



*Not one, not two, but THREE Packard Darrins in attendance!
Dave Johnson's 1938 120, Gene Tareshawty's 1940 180, and Dan Hanlon's 1940 180*



David Schultz's 1930 Lincoln Judkins Coupe



Al Warner's 1941 Cadillac Series 62 Coupe



Bob Brown's 1941 Cadillac 60S



Bob Porter's 1949 Chrysler Town & Country (NC)

Clambake (continued)



Lee & Pam Wolff's 1924 Bentley



Norm Cangey's 1932 Pierce-Arrow Club Brougham



Jerry & Jean Gentner's 1941 Cadillac Series 62 Sedan



The Kampers' 1928 Lincoln phaeton, which also received Car of the Day honors



Jim Keller's 1942 Packard 160 Convertible



The Harwood Family's 1941 Cadillac 60S



Jeff Powell's 1948 Chrysler Town & Country



Mike Kochilla's 1937 Packard Twelve coupe roadster



Al & Diane Truelson's 1931 Cadillac 355B town sedan



THE Prestige of Pierce-Arrow has a *Mechanical* as well as a *Social* Basis . . .

BESIDES its enviable social acceptance, Pierce-Arrow has always had the basic appeal of mechanical excellence. Beyond its characteristic beauty of design and coloring, and the rare charm of its luxurious interiors, Pierce-Arrow performance is the inevitable premise for its preference.

From the time it is pure molten metal until it takes final shape as a great power plant, the engine of a Pierce-Arrow is built with the precision accorded an observatory telescope. Instruments as sensitive as the seismograph attest the balance of many of its parts. Bearings are shaved with diamond edges to achieve split thousandths accuracy.

Even when it is running with whisper-silence on the dynamometer, Pierce-Arrow experts may dismantle and reconstruct it to correct some microscopical irregularity. And the superb appearance and performance of the new Pierce-Arrow Twelves and Eights brilliantly justify this singular lavishness of skill and time and care.



THE Pierce-Arrow gallery of portraits is an envied institution. It evidences a finer, longer lineage than that of any other motor car in America. Here are shown models of 1915 and 1932.

TWO NEW TWELVES from \$3295

142" to 147" Wheelbase 150 Horsepower
137" to 142" Wheelbase 140 Horsepower

NEW EIGHTS from \$2495

137" to 142" Wheelbase . . . 125 Horsepower
(All prices f. o. b. Buffalo)



PIERCE-ARROW

FEATURE: 1932 PIERCE-ARROW MODEL 54 CLUB BROUGHAM **UNPARALLELED QUALITY**

Pierce-Arrow never built an "affordable" car and perhaps it's best that way

By Matt Harwood

There's an old anecdote that suggests engineers from Rolls-Royce visited the Pierce-Arrow factory in Buffalo, New York sometime in the late 1920s. Upon seeing the level of engineering, quality, and attention to detail going into Pierce-Arrow motorcars, the notoriously fussy British engineers were noted to have exclaimed, "How can you gentlemen possibly make any money building cars this way?"

That story neatly sums up Pierce-Arrow: uncompromising quality and dedication to perfection. There were surely more expensive cars, but it's debatable whether any American automaker actually built *better* cars than Pierce-Arrow. It's why they were expensive then, it's why they're treasured today, and it is, as the Rolls-Royce engineer suggested, the likely reason why they went out of business in 1938 (indeed, in 1932 when our featured Model 54 was built, Pierce-Arrow lost an astounding \$3 million). Try as they might, Pierce-Arrow just could not find a way to build a lesser, cheaper car.

When Norm Cangey's 1932 Pierce-Arrow Model 54 Club Brougham was built, the company was still controlled by Studebaker, although contrary to popular belief, they remained quite separate entities with the only notable overlap being that Pierce engine blocks were cast in Studebaker's South Bend, Indiana foundry. However, the darkening skies of the depression meant that Studebaker would declare bankruptcy, sell its Pierce-Arrow stocks, and by 1933, there would be new independent leadership behind the Archer.

Regardless of the ownership, 1932 was a big year



Pierce's familiar Archer hood ornament

for Pierce-Arrow with the introduction of not one, but *two* new V12 engines. Models 51 and 52 used the larger 429 cubic inch V12, while the Model 53 used the "smaller" 398 cubic inch version. The Model 54 was largely carried over from 1931, although fresh styling included a dramatic V-shaped radiator shell and new body styles like the Club Brougham seen here.

Now, that isn't to say that the Model 54 was inexpensive or less desirable, as it had represented the top-of-the-line Pierce only a year earlier; such was the pace of the ultra-luxury car market in the early 1930s. The Model 54 was offered in two wheelbases, an imposing 137-inch chassis and a truly massive 142-inch version reserved exclusively for 7-passenger vehicles and custom coachwork. Regardless of which Pierce-Arrow you purchased in 1932, you received one of the most luxurious and refined cars available anywhere.

continued on page 14

Quality (continued)

The lovely Club Brougham bodywork found on Norm Cangey's car was certainly more dramatic than most of the conservative Pierce line, offering a dashing two-tone paint scheme, a close-coupled 2-door coupe body (what many other automakers might have called a victoria), and a rear-mounted trunk that gives the car ideal proportions. It is rumored that these cars had the largest front doors ever made, a distinction shared with the Studebaker President St. Regis Brougham, and the look is wonderful combination of sleek and practical. Our feature car's lines are perhaps even more dramatic with the use of a rear-mounted spare, which not only lengthens the car visually, but gives it an unbroken line from the radiator shell all the way back to the trunk. There's simply no angle from which this car doesn't look good.

Norm purchased this car in the fall of 2014 following the sale of his award-winning 1930 Packard 740 convertible coupe. He was looking for a tour car, not another show car, and Pierce-Arrows had always fascinated him with their distinctive look and legendary engineering. He located this Club Brougham in Pennsylvania and upon visiting the car,



Pierce-Arrow headlights have always been a distinctive feature that makes them easy to recognize

rebuilding the Pierce's 366 cubic inch straight-8 engine. With the assistance of Dave Heinrichs and Frank Seme at Seme & Sons Engine Rebuilders, the engine was carefully disassembled and the damage was assessed. Fortunately, all the critical parts were still in good order, so apparently the previous owner hadn't done too much damage by driving the car while it was hurt. Over the next few months, the team rebuilt the engine from top to bottom, getting it ready to tour.

Norm had the skills and patience to do a lion's share of the work when the short block returned from the machine shop. The block and head were painted in correct Pierce-Arrow Green engine enamel, the carburetor was rebuilt, and all the accessories were cleaned, lubricated, and reinstalled. Originally, both the intake and exhaust manifolds were porcelainized, but since Norm knew he would be putting a lot of miles on the Pierce, the exhaust got

a high-temperature coating instead, which would be a lot more durable in the real world. While they had it apart, the fuel and cooling systems were cleaned and the distributor was re-bushed so it would keep accurate time. While Norm didn't set out to build a show car, the engine bay is beautifully detailed, a testament to

his attention to detail. And yes, as long as they had it off, they did smooth and sand the head so it really shines with that fresh paint on it!

Like any major project, there were some minor teething problems involved in getting it 100% road-worthy again, but that's to be expected. Norm started touring in the car during the summer of 2016 and aside from some brief experiences with vapor lock on very hot days, the car has been a joy to drive.

The rest of the Cangey Pierce-Arrow is an older restoration dating back some years, but it has held up remarkably well. Engine problems notwithstanding, someone clearly loved this car. The workmanship was up to the standards set by the factory, with handsome cream and brown coachwork that is period-appropriate and lets the handsome sheetmetal speak for itself. The familiar Pierce-Arrow headlamps in the fenders are but one of the car's many distinctive features, which also include the body-colored trunk that tucks in close to the bodywork and small quarter windows that seem to emphasize the length of the front doors. It's outfitted with a number of accessories, ranging from the Archer hood ornament to a pair of Guide driving lights up front. Dual horns and parking lights were standard equipment, and even in 1932,



Taillight, trunk, and spare make a tidy, sporty look

still offered the choice of wooden artillery wheels or wire wheels, with Norm's car wearing beautifully refinished artillery wheels that really are the right choice, adding to the sleek yet understated look and finished with a set of Firestone wide whitewall tires for traditional Full Classic elegance.

Although this could *technically* be considered the lowest-priced Pierce-Arrow, its original sticker price of \$2495 made it anything but inexpensive, and that's reflected in the sumptuous interior. Front seat occupants are treated to a pair of bucket seats wrapped

in lovely Bedford cord fabric and piped in brown leather. Door panels are a slightly darker shade of broadcloth and feature map pockets and gorgeous woodgrained garnish moldings. There's more lovely woodwork on the dash and windshield surround, and the instrument panel itself is a wonderful engine-turned piece that is surely a nod to Ab Jenkins' record-setting Pierce-Arrow streamliner. Controls are familiar and by 1932, all Pierce-Arrows featured synchromesh on 2nd and 3rd gears, plus Free-Wheeling.

Back seat passengers were not overlooked in the Club Brougham, either. Thanks to the long 137-inch

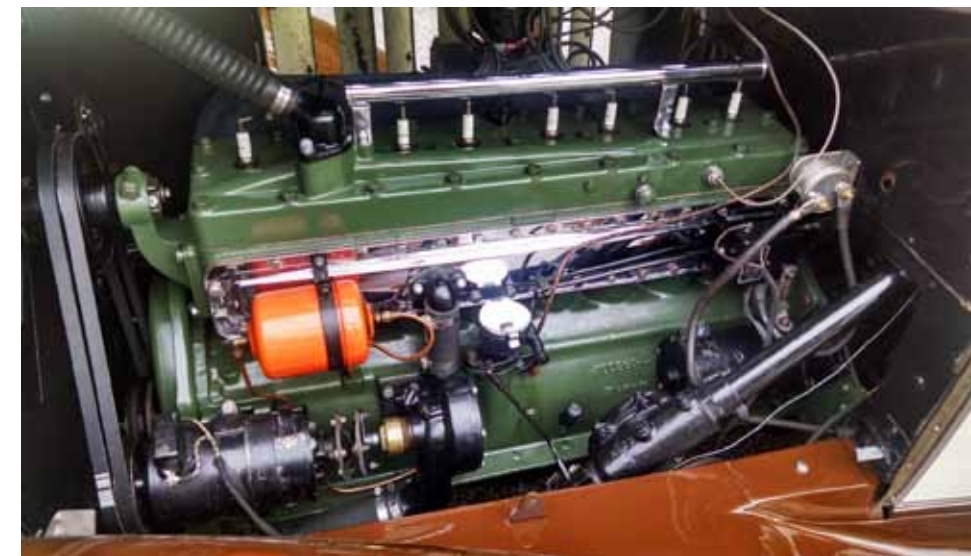
wheelbase, there's impressive space in the cozy back seat, and with the small quarter windows and large blind quarters, it's both bright and private. There's more



Rear-mounted spare makes the Club Brougham look especially long and sleek

he learned that test drive speeds of more than 30 MPH were not permitted. Knowing that engine work was in his future, he bought the car and quickly learned why the previous owner had insisted on keeping speeds low: the babbitted rod bearings had failed.

Undaunted, Norm began the long process of



Rebuilt 366 cubic inch straight-8 runs beautifully today

Pierce-Arrow only offered a single taillight in back. That three-element assembly incorporates a back-up light, taillight, and brake light, and Pierce-Arrow Society members are always quick to point out when they are properly arranged (Norm's are correct). Pierce



1932 Pierce-Arrow Model 54 Club Brougham
Owner: Norm Cangey

Quality (continued)

lovely woodwork and a delightful oval-shaped rear window, plus ornate assist straps that make climbing out easier. Silk shades for the rear windows echoes the Brougham's more formal siblings and it includes a pair of bud vases, ashtrays, and a center armrest. Even the built-in trunk is fully lined and provides useful storage space for touring.



Tasteful and well-finished, front seat passengers sit in comfortable bucket seats

Norm reports that the Pierce is impressively powerful on the road, pulling up hills without the need for a downshift and happily cruising at about 50 MPH. When asked what his favorite feature of the Pierce is, Norm answers, "The pep! It's really powerful. Dave [Heinrichs] told me to keep it under 50 MPH while the engine is being broken in, but I've had it up to 60 MPH and it just wanted to keep going!"

The Pierce's synchronized transmission makes it a

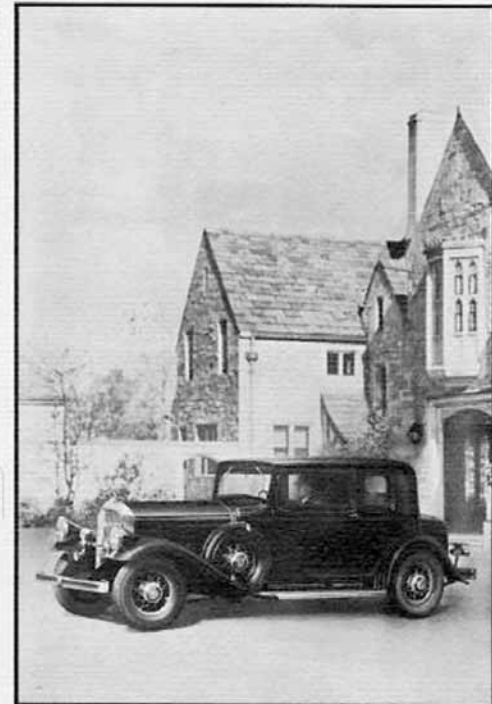


Rear seat passengers get the full-lux treatment: bud vases, silk shades, and beautiful wood moldings

lot easier to run through the gears than his Packards with their standard crash boxes, and the Pierce's power-assisted brakes remain quite effective, despite being mechanically-actuated. That 137-inch wheelbase means the ride is smooth and Norm remarks that although the Pierce is

only three years newer than his Packard, the difference between the two is quite profound. "The Pierce just feels more modern," he says. "It's a lot easier to drive and more comfortable to ride in."

It seems that few enthusiasts are more passionate about their collector cars than Pierce-Arrow owners, and clubs like the Pierce-Arrow Society are some of the most active in the hobby. Do they know something the rest of us don't? Perhaps like Norm, it's only a matter of trying one on for size. 🚗



THE CLUB BROUGHAM BY PIERCE-ARROW
for Five Passengers
MODEL 54... WHEELBASE: 137 INCHES... 125 HORSEPOWER

SPECIFICATIONS

Year:	1932
Make:	Pierce-Arrow
Model:	54 Club Brougham
Original Price:	\$2495
Engine:	366 cubic inch straight-8
Horsepower:	125
Torque:	275 lb.-ft. (estimated)
Transmission:	3-speed manual
Final Drive:	4.69:1
Wheelbase:	137 inches
Curb Weight:	4747 pounds
Brakes:	Mechanical 4-wheel drum
Wheels:	18-inch wooden artillery
Tires:	7.00-18 Firestone

Albert R. Erskine Triumph and Tragedy

Despite the way his story ends, Albert Russel Erskine's life was ultimately one of generosity and benevolence. Born in 1871 in Huntsville, Alabama, he was educated as an accountant, earning his degree in Connecticut in 1908. His first job was with the American Cotton Company and quickly worked his way up the ranks, eventually becoming the general manager. In 1910, he became the treasurer of the Yale & Towne Manufacturing Company before landing at Studebaker in 1911, a firm with which he would remain until the end of his life.

Erskine's peers regarded him as a kindly and generous man, one who served the boards of several charitable and non-profit institutions, including acting as president of the Council of Boy Scouts of America and as the president of the board of lay trustees for the University of Notre Dame. He was part of the city planning commission in Studebaker's home town of South Bend, Indiana and at various times was a member of the Society of Automotive Engineers, the Connecticut Society of Certified Public Accountants, and was the namesake of the Albert Russel Erskine Bureau for Street Traffic Research at Harvard University, which was funded by a \$10,000 grant from Studebaker in his honor.

He became president of Studebaker in 1915 and focused on expanding the product line to appeal to as many consumers as possible, introducing the low-priced Rockne (named for the famous football coach at Notre Dame, where his son Albert, Jr. studied) and the eponymous but short-lived Erskine. One of Albert Erskine's primary concerns was building ambulances under both the Studebaker and the Pierce-Arrow truck brands.

In 1928, Studebaker purchased controlling interest in Pierce-Arrow and while the two brands never technically merged, he was named both Chairman of the Board and President of the Pierce-Arrow Motor Car Company.

It was this acquisition that likely led to both Studebaker's and Erskine's decline. The Great Depression, of course, delivered a fatal blow to many luxury car makers but Erskine seemed to badly misjudge the severity of the crisis. In 1930, he declared a dividend of \$7.8 million, which was about five times the actual net profits that year. Again in 1931 he paid another large dividend out of the company's working capital, which left Studebaker without reserves to weather the storm. The banks started calling in their notes, a desperate merger attempt with the White Motor Company failed, and Studebaker was ultimately forced into receivership.

Shortly thereafter, Albert Erskine, now unemployed and \$350,000 in debt himself, committed suicide by shooting himself through the heart in his home in South Bend, Indiana. He was 62 years old.

Nevertheless, he left Studebaker with more than \$78,000,000 in assets—some of which came from the sale of Pierce-Arrow to a group of Buffalo businessmen in late 1933—enough for the company to reorganize, survive the Great Depression, and continue operation for another three decades.

-Matt Harwood



EVENT: ORCCCA GRAND CLASSIC

WELL TRAVELED

The Grand Classic in Salem, Ohio became the most well-attended event in years

By Matt Harwood
Photos by Rich Fink

Hosted in conjunction with the ORCCCA Southeastern Ohio Weekender CARavan, David Johnson and Christine Snyder put on a wonderful Grand Classic on July 10. With participants from 17 states and nearly 100 Full Classics on display, it was a spectacular showcase of the very best the Classic Car Club of America has to offer. The grounds of the

Salem Country Club provided an idyllic setting for the cars and thanks to Head Judges John and Barbara Ann Kelafonitis, everything went smoothly. We would also like to thank our volunteer judges, runners, tabulators, and all the other people who make events like this happen. Special thanks to Hagerty for sponsoring the Judge's Breakfast, it was delicious! 🚗



David Kane brought his 1941 Cadillac Series 67 limousine from New Jersey



Ornate 1925 Rolls-Royce Silver Ghost owned by Randall Andrae of Marthasville, Missouri



J. Ralph Turner brought his 1929 Packard roadster from Toronto, Ontario Canada



This stunning 1934 Lincoln convertible sedan joined us from Virginia



Is there any better angle from which to admire an Auburn speedster?



Wonderfully rakish 1925 Packard sport phaeton in mostly original condition



George Quay's handsome Pierce-Arrow roadster



Sleek 1941 Packard 180 LeBaron Sport Brougham hails from New Hampshire

Traveled (continued)



Jon Leimkuhler brought his 1927 Rolls-Royce Oxford Phaeton from Pennsylvania



Richard and Linda Kughn brought their 1934 Packard Twelve coupe roadster from Michigan



Dan Hanlon's imposing 1940 Packard Convertible Sedan by Derham



Skip Tetz of Goshen, New York brought his 1936 Cadillac V12 Town Sedan



David Gaunt from Naples, Florida brought his freshly restored 1935 Auburn 851 Speedster



Salem, Ohio native Scot Darling drove his gorgeous 1941 Cadillac 62 convertible



Unusual 1931 Franklin Sport Coupe by Derham hails from Pennsylvania



Roger Melton brought his 1948 Lincoln Continental Cabriolet from Bloomfield Hills, Michigan



Marylander Robert Hanson's 1938 Lincoln K Semi-Collapsible Limousine is in mostly original condition



David Schultz brought his beautiful 1931 Lincoln Convertible Sedan by Dietrich



David Johnson's 1938 Cadillac convertible coupe didn't have to travel far



David Gano's spectacular 1931 Cadillac V16 Fleetwood Imperial Limousine drew crowds all day

MORE THAN WHITEWALLS

With more tire choices than ever, what's right for your Classic?

By Matt Harwood

Recent changes in the CCCA's judging standards state that there is no longer a penalty for using radial tires on a Full Classic, even though the newest Full Classic was built twenty years before radials were commonly available. Ostensibly, this was a safety argument (*one I personally disagree with; more on that in a moment —ed.*) but if it means more Full Classics on the road participating in events instead of acting as static art, then that can only be a good thing. When the time inevitably comes to install new tires, you'll likely face this decision and it can be hard to know which way to go because there are just so many theories about tires on old cars and so few hard facts. While this article is designed to give you some tools to make an informed decision, it is important to remember that there is no single answer for all situations. It still boils down to personal preference above all else.

CONSTRUCTION

The fundamental difference between a bias-ply tire and a radial is how they are built. Yes, they're both round and made out of black vulcanized rubber, but beyond that they're quite different. Bias-ply tires date to the earliest days of the automobile when "balloon" tires replaced solid rubber, while radials were actually introduced to Europe by Michelin in about 1948. In a bias-ply tire, belts (originally made of cotton, now most commonly nylon) are woven at a 45-degree angle to the tire's bead, interlocking in a criss-cross fashion across the

tread face. This creates a very rigid carcass with limited flex in the sidewalls. This is why most bias-ply tires are taller and narrower than modern radials and why the tread appears to be distinct from the sidewalls, usually supported by a crown-shaped outer layer of rubber.

In contrast, a radial has woven steel belts running around the circumference of the tire, just under the tread, and held in place with cords that run 90 degrees from the bead. This more flexible carcass is why radial tires often have a pronounced bulge where the tread meets the sidewall—there aren't any rigid belts supporting the tire, primarily air pressure. It's how, size for size, a radial is able to put more rubber on the ground.

Of course the materials used in the construction of the tire, as well as the size, can have a significant effect on the tire's behavior, but in general, modern radial tires do most things better than bias-ply. The more flexible design of the radial's sidewall offers a more compliant ride and better traction. Radials run cooler, particularly if they are installed without an innertube, as is customary with bias-ply tires. The radial belts reduce or even eliminate the tendency of a tire to follow grooves or ruts in the road, again due to the more compliant sidewall and better ability to keep the tread applied to irregular surfaces. If you've driven an old car with aging bias-ply tires, you know that disconcerting feeling of the front wheels jerking back and forth in a ghostly fashion on grooved pavement. Finally, you may even see a fuel economy improvement, although on a Classic that's largely academic.

PERFORMANCE

Construction advantages alone might make it seem as if radials are a better choice simply because they're better at doing the things we want a tire to do. And that would be a good assessment. If you drive your Classic, in most cases radials will give you a better ride, improved handling, less noise, superior wet traction, and run cooler at high speeds.

Note that I said "in most cases" because there are certainly situations where radials are not superior, but that usually is due to factors in the car, not the tires. For instance, we had a post-war Lincoln Continental in our showroom several years ago wearing 15-inch wide whitewall radials. They looked good but the car wandered all over the road—I mean, it was real work to keep that car aimed straight. Even more puzzling was that swapping on a set of bias-ply tires from a similar 1942 Continental cured the problem. Why? Our only explanation was that the suspension and steering were configured in such a way as to favor the taller, skinnier, stiffer tire, or perhaps the radials were defective (which I have come to believe was the case). I have not experienced this phenomenon before or since, and I have heard of no more than two or three other situations where radials were detrimental to the ride and handling of a car, but it's always possible that radials are not ideal for every single car. It's also important to note that radials are *not* a cure for worn or damaged suspension parts.

There are also situations where the wider radial footprint may increase steering effort at a standstill and lower speeds. I have encountered this on several cars and I'm not surprised; friction is friction, and the wider tire with more rubber on the ground is going to have more of it, it's that simple.

Nevertheless, if your car is in good mechanical order and the suspension, steering, and brakes are within specification, good bias-ply tires will deliver a pleasant, authentic driving experience and will look correct on the car. *Bias-ply tires are not inherently unsafe in any way.* They are not more prone to punctures (although many require tubes where radials may not) and are not any less durable (although they may not last as long). This is why I mentioned earlier that I disagree with the judging rules change—*there is absolutely no safety risk to running quality bias-ply tires on a car originally designed for them.* Radials are often better in terms of performance and comfort, but bias-ply tires are *not* inherently dangerous as the rule change might suggest.

APPEARANCE

The advantage that bias-ply tires hold over radials is that they were original equipment on our Classic cars—they *simply look right*. They're tall and skinny with simple treads and often feature some kind of embossed "pie crust" detailing around the perimeter of the tread that many enthusiasts find attractive. There are reproduction tires made using original molds so that the tires have the look of what might have been on the car originally. For many enthusiasts, this is an important factor and should not be overlooked when selecting tires for your Classic.

Radials don't look like bias-ply tires. They tend to be

shorter overall and have a wider "cross section" which is the width between sidewalls. Size-for-size, radials have a wider contact patch and a wider cross section than bias-ply tires, giving them a distinctive "soft" look with a bulging sidewall. In fact, when they were introduced as optional equipment in the late 1960s on certain Pontiacs and Buicks, dealers were instructed to teach customers not to over-inflate the tires to get rid of the "flat tire" look.

Radials have lived on the periphery of the old car hobby for decades. Sometimes you'd see an old car with radials on it and it would look odd. The profile was wrong and they only had skinny whitewalls found on modern cars, not the wide whites to which we'd become accustomed. About ten

years ago that started to change and wide whitewall radials hit the market. These early wide whitewall radials still had the radial look—*short and fat*—but they did offer the wide whites and on certain cars they looked pretty good. On '40s Classics, for instance, they were a decent compromise because those cars originally wore 15-inch



7.50-16 bias-ply (left) and 750R16 radial. Note that the radial is very close in overall height and width.

bias-ply tires with a pretty generous cross-section (typically 7.50s and 8.20s). Radials were still easy to spot but the trade-off was acceptable because the driving experience got much better.

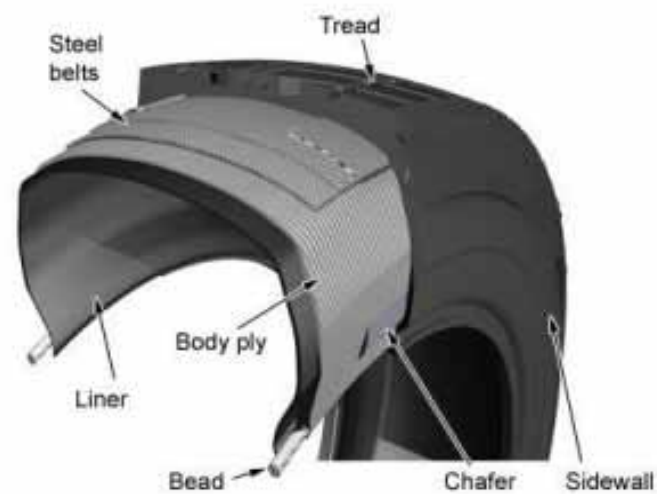
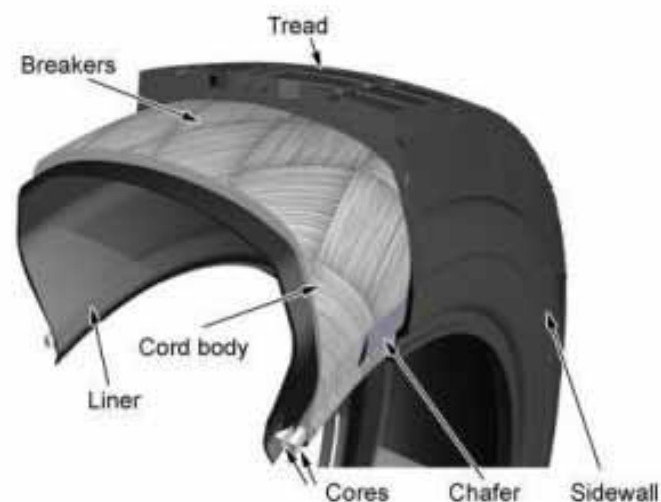
More recently, wide whitewall radial manufacturers have made significant strides in authenticity. Several manufacturers now offer radials specifically tailored to old cars, offering a vintage look that's tall and thin and some even offer that "pie crust" border for a vintage look. If you have a later Full Classic with 15- or 16-inch wheels, there are a multitude of options for radial tires.

There is also a company called Diamondback Classic Tires

continued on page 26

Bias / Crossply construction

Radial construction



Whitewalls (continued)

that will vulcanize a wide whitewall onto a modern radial tire carcass of almost any wheel size up to 20 inches, offering earlier Classic owners a range of upgrades. If you have a car with 17-inch wheels, for instance, this is an excellent alternative, as they use tall, skinny truck radials that look pretty darned authentic. For wheels larger than 17 inches, however, there are currently no original-looking radials available, as most modern tires larger than 17 inches are performance-oriented and far wider and shorter than our old cars would prefer.

ON THE ROAD

I recently installed a set of wide whitewall radials on our 1941 Buick Limited and couldn't be happier with my choice. They replaced a set of Firestone (reproduction) bias-plys that were not very old but were of questionable quality. On a recent long trip to Allentown, PA, we suffered two flat tires, including the total failure of a brand new tire and tube purchased and

Hercules radials are almost the same height as the bias-ply tires and have about the same overall cross section width, although the tread itself is a bit wider, putting more rubber on the road. With the car's weight on them, they do have a bit of a bulge at the bottom, but far less than I expected and overall they look quite appropriate on the big Buick. The whitewall is approximately 1/2-inch narrower than the bias-ply Firestones, but in looking at period advertising, it appears that the radial's 3.5-inch whitewall is more accurate than the bias-ply's 4-inch.

The driving difference? *Remarkable.* I could immediately feel an improvement in ride quality, and the limousine now ignored bumps where previously I would brace for impact. There was slightly more impact harshness, which is that staccato feeling when you first hit a bump, but the overall hit was greatly diminished and most bumps are little more than a distant "thump-thump." Tire roar was gone and the radials glide along in near silence, so much so that I am now noticing other sounds inside the car that I'd never heard before. We drove the car in a driving rain storm and I never once worried about traction and braking. Steering effort seemed unaffected.



That flattened name-brand tire was less than 36 hours old and had 200 miles on it when it failed. Quality matters, so choose carefully.

our collector cars. Some of this is due to supply and demand (there is not much demand for the 700x20s on my Cadillac, so prices are high and supplies are limited) but it can't be explained entirely by economics. I have twice replaced the tires on my 1929 Cadillac because the whitewalls turned brown, and the second set was worse than the first. During my last trip to Pebble Beach, I saw cars on the show field with the same problem, and have concluded that this is a quality control issue at the manufacturer not limited to a single batch of tires or a specific size or brand. Additionally, I needed to go through 10 innertubes to get six good ones that didn't leak. These were all purchased through the same manufacturer and in the Buick's case, installed by them in their facility using their tools and their techs, so there's really no excuse for the failure. I can draw no other conclusion than to say that this company has significant quality control issues in the tire and tube sizes most directly affecting our Full Classics.

I can also say that their radial offerings are apparently suffering from similar issues. This manufacturer's radials are often difficult to balance (note how the radials on my '41 Buick needed only one small weight to balance) and we have recently had a spate of failures even on cars sitting stationary in our showroom. I was dismayed to note that this manufacturer

no longer puts a date code on their wide whitewall radials, so it is impossible to know how old they are. I find this to be a very dangerous situation, as most experts recommend against using radials that are more than seven or eight years old. It is only a matter of time before these quality issues turn into real-world accidents with devastating consequences.

This is a large part of the reason why I selected Diamondback. **It is important that you do not consider this an endorsement or recommendation**, but by using name brand major manufacturer tires with current date and DOT coding, you are assured of getting a fresh, high-quality tire.

When I ordered my tires, Diamondback purchased a brand new set of tires from the manufacturer (the date code suggests they were made in April 2016 and I installed them in August) and then did their whitewall process on those modern tires. They did not sit in a warehouse for months (or years) waiting for a buyer. I also received a 40,000 mile warranty not from Diamondback, but from Hercules, the original tire manufacturer. That was very reassuring.

None of this is a guarantee that you will have problems with one manufacturer and none with another, but in my business, I obviously go through a lot of tires and drive a lot of cars. I have come to the conclusion that some tires are simply better than others, and price and brand have little bearing on the end result.

My final comment is this: if I could get a 7.00-20 wide whitewall radial for my 1929 Cadillac, I would buy a set tomorrow. 🚗



Radials typically balance easily, with my 1941 Buick's wheels needing only one small weight.



Fresh 750R16 radials look quite correct on the 1941 Buick Limited (note whitewall width in the period ad on the right)



As a friend of mine put it, "The radials made half the noise and half the bumps disappear."

For a high-speed tour car that's going to see a lot of highway driving and long trips, I am very pleased with the radials. However, I should note that if the Buick was a show car I would have selected a correct-looking bias-ply tire instead.

QUALITY

I would be remiss if I didn't mention quality, because tires are a critical aspect of any car's safety and quality is a major part of it. Although many people do not realize it, almost every bias-ply whitewall tire is made by a single well-known antique car tire manufacturer whose name I probably shouldn't mention. It doesn't matter where you bought it or whose brand is on the sidewall, there is only one manufacturer. Tires like the 20-inch Firestones on my 1929 Cadillac were made by this large manufacturer using Firestone's old molds and [likely] paying Firestone a royalty. BFGoodrich, Goodyear, even the good old Lesters, they're all coming from the same factory today. And sadly, that factory often has significant quality control issues.

As sad as I am to say it, prices have gone up and quality has gone down on the unusual sizes that we often need for

POPULAR RADIAL TIRE MYTHS

1. Radial tires break wheels on older cars. At a glance, this seems possible. Radials have more potential grip, so it's easy to imagine the center of your Classic's wheel being torn out by the greater forces being generated in a corner. But do you really drive your car hard enough to come anywhere near a tire's cornering limit? And even if you did, I can't imagine a wheel used on a heavy Full Classic being so close to failure that a tire could add enough stress to break it. In fact, I spent almost an hour searching the internet for just **one** instance of a radial-induced rim failure. Surely if such a failure happened someone would have snapped a photo or posted a complaint on a message board, right? Nothing. Zip. Zilch. It simply doesn't happen.

2. All old car tires need tubes. Not necessarily true. Early cars came with tubes because there was no way to seal a wooden artillery or spoke wheel. Tire technology of the Classic period still demanded them because tire failures were common and tubes were cheaper than tires. Today it's OK to run without tubes, bias-ply or radials, as long as your rim is air-tight. Examine your wheels carefully and determine if they will seal properly, and if so, don't be afraid to go tubeless!

3. Radials need different alignment settings. Well, yes and no. On anything older than the aforementioned 1960s Pontiacs and Buicks, which had "radial tuned suspensions," it's probably not going to make a difference you can feel. Whatever alignment settings you used before are OK with radials. You can probably change a few things to make it even better with radials, but the tires don't care about the settings and if you're using the car as intended, you'll never notice a difference. Just make sure the steering and suspension parts are in good order and lined up properly and it'll be just fine.

2017 Annual Meeting



March 29 – April 2, 2017

Peppermill Resort
Spa Casino
Reno, Nevada



With the 2016 CCCA year winding down, now is the perfect time to start planning next year's events. The first official CCCA event is the 2017 Annual Meeting, scheduled March 29 through April 1, 2017. We'll be out west in Reno, Nevada also known as "the Biggest Little City in the World". Your committee has orchestrated four fun-filled (and car-filled) days that you won't want to miss.

Nevada is the Silver State and its rich history includes mining, railroads and even boating (around Lake Tahoe), elements of which we'll learn about, interspersed with fabulous automobiles, of course. Weather wise, the "Farmer's Almanac" reports that the average March daytime high temperature in Reno is a pleasant 57 degrees and total precipitation is .86 inches for the month of March. That sounds like a welcome relief for members traveling from Michigan, Ohio and some of the northeastern states. You are encouraged to bring your Classic, not only for display and judging on Saturday, but also to drive to some of our destination earlier in the week.

Our host hotel is the Peppermill Resort. This is a Four Diamond AAA awarded-hotel with all the amenities you could expect. It will serve as our central point for socializing with fellow CCCA members, conducting official Club business and of course, the display and judging of our Classic Cars. The room rates are very reasonable, ranging from \$79 to \$119 per night.

The fun begins Wednesday, March 29 with an early bird bus tour to Lake Tahoe and the Tahoe Maritime History Museum followed by lunch at Gar Woods Grill & Pier, a wooden boat-themed restaurant.

Thursday, March 30 begins with our traditional Annual Membership meeting, followed by a CCCA Board of Directors meeting and the Museum Trustees meeting. We'll enjoy a buffet lunch at the hotel before exploring some of the local "wild west". First up is the Nevada State Railroad Museum. Then we'll split into two groups, alternating between two great car collections.

Food and drink that evening will be enjoyed at a favorite of Mark Twain's (and one other notable CCCA figure), the famous David Walley's Restaurant & Saloon in Genoa.

Friday starts with the balance of our Club business needs covering Regional Relations, Editors, Educational Foundation and Museum membership meetings. After lunch, we will board motor coaches to see what is truly one of the most spectacular automobile collections in the world. Robert Lee devoted a portion of his life to the acquisition, restoration and display of some of the most desirable automotive creations ever built. This promises to be a strong attraction and attendance is limited to the first 200 who register. *Please note that cameras and photography are not allowed in the collection.*

From there, we travel to another historic collection, the National Automobile Museum. The origins of this museum lie in the Harrah Automobile Collection and covers the full scope of the history of the automobile. Dinner that evening takes place at the Museum and this is the opportunity for our Regions to shine as we present Regional awards that evening.

Our thorough CCCA judging will require two stages of judging: operational checks will be carried out when the cars are brought into the hotel with the final static judging conducted Saturday morning in traditional Grand Classic-style evaluation.

In preparation for that judging, the judges and tabulators breakfast takes place Saturday morning. With cars displayed inside the hotel ballroom and a buffet lunch has been planned within that same location—another great opportunity to enjoy the cars and car people. There will be a Saturday afternoon tour to the Mackay School of Earth Sciences & Engineering at the University of Nevada.

Saturday evening caps this memorable event with the awards banquet at which the Warshawsky Award for the best Classic at the Annual Meeting will be revealed, along with special service awards presented to those members who contribute to making this Club as good as it is.

Questions? Just call Toni or Cece at CCCA headquarters: (847) 390-0443.

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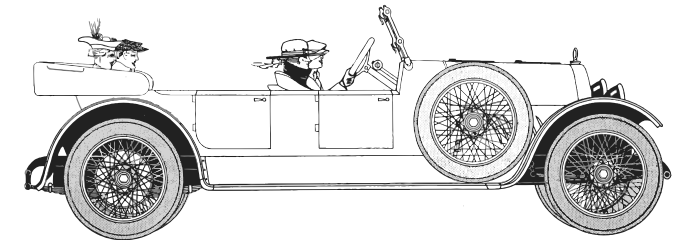
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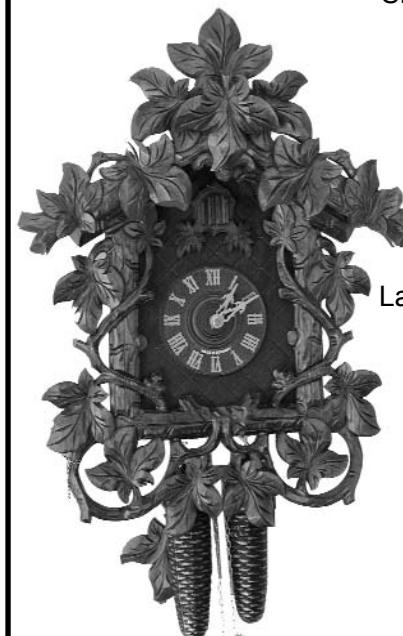
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