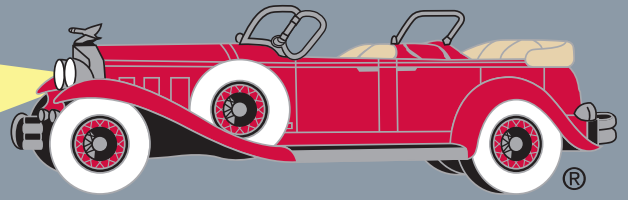
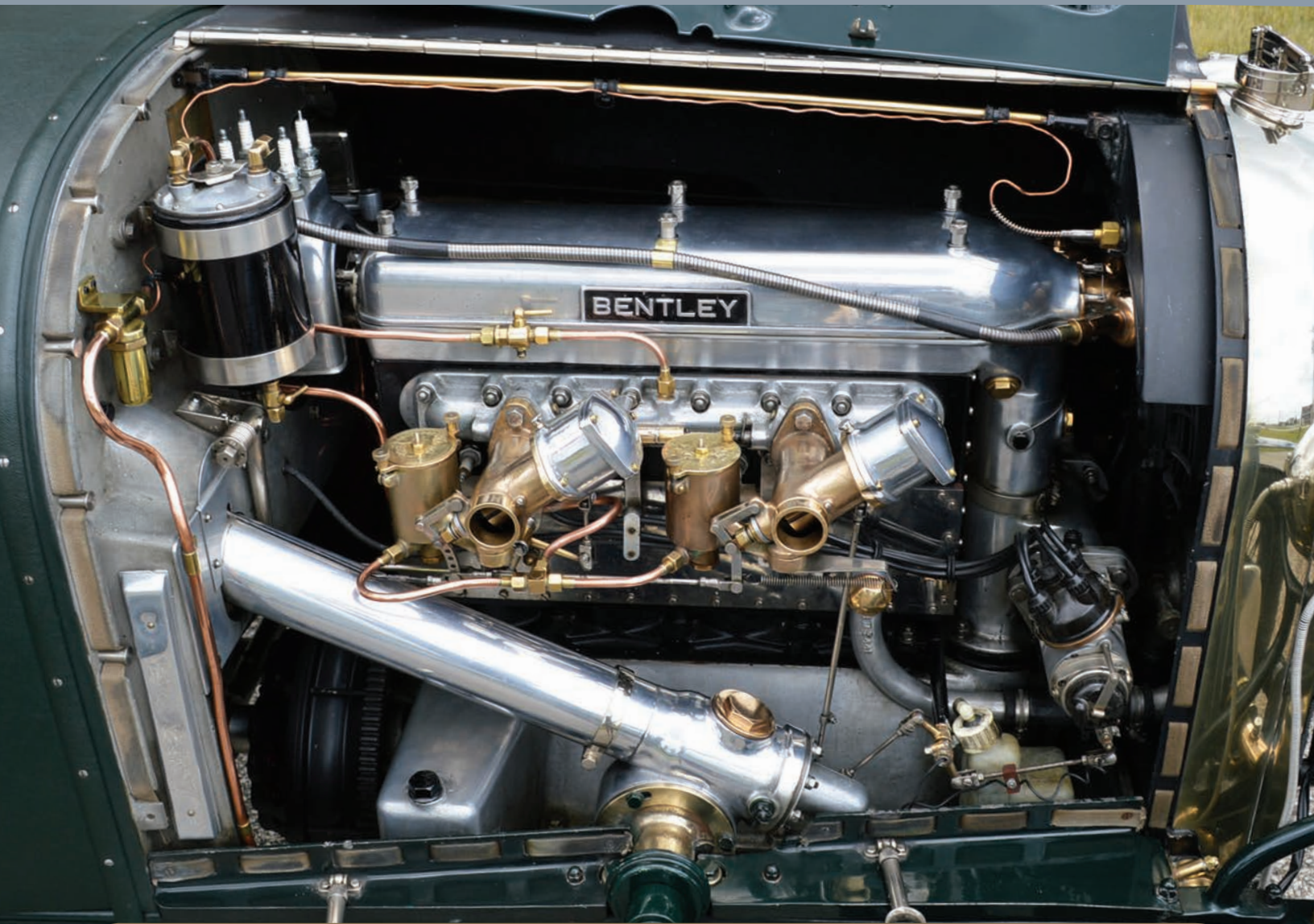


Northern Lights

The Ohio Region
Classic Car Club of America



SPRING/SUMMER 2016



Taste of Le Mans:

1924 Bentley 3/4 1/2 Litre Vanden Plas Touring

STAN HYWET 2016 • TECH SEMINAR • TWO DRIVING TOURS

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Jane Dube, High Beam Editor
Joan Virostek, Stan Hywet Co-Coordinator
Marjorie Strom, Stan Hywet Inner Circle

Message from the Director

Another Stan Hywet show is in the books! This was one of our most successful years ever and I'm sure many of you noticed the changes we've implemented to speed traffic getting onto the field. It worked because there wasn't one incident, not one overheating radiator, and not one complaint about the long wait to get into the gate. Depending on whose numbers you believe, there were between 7,000 and 10,000 spectators through the gate and the final tally was 426 cars on the show field (out of 456 registered). By any measure, this year was a massive success. But as good as it was, I still want to encourage more of you to get involved, because the show doesn't happen without volunteers. The Stan Hywet Father's Day car show is largely what funds ORCCCA activities throughout the year and we are one of the most fortunate and prosperous regions in the entire CCCA because of it. Please be a part of making it work next year!

It's also election time. In the next few weeks you'll be getting a ballot to vote and I encourage you to participate, just as you should in any election. Sure, maybe it's no big deal and maybe the club will keep on doing whatever it's been doing for the past 60 years, but I personally feel that it's our responsibility to at least lend a guiding hand now and then, especially when it's so easy to do. Better yet, volunteer! The board is largely made up of the same folks who have been doing it for years, and I bet some of them would welcome a break. Step up and contribute to the club that brings you so much enjoyment. I promise the job asks very little in return for the fun you'll have and the friends you'll make.

Finally, thanks to all who shared a kind thought about our good friend Gary Rosenthal. This club meant a great deal to him and the outpouring of sympathy and kindness was much appreciated by the Rosenthal family during their difficult time. Well done, ORCCCA—this is why this club is so special.

Matt Harwood
Director, ORCCCA

Event Calendar

- August 10** Clocktoberfest, Berea, OH
(Joan Kamper)
- August 20** D-Day Celebration, Conneaut, OH
(Bob Brown)
- September 3** Oktoberfest, Berea Fairgrounds
- September 17** LaGrange Engine Show,
LaGrange, OH (the Stroms)
- October 16** ORCCCA Clam Bake
(the Truelsons)



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.

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EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

I'm sorry, but you're going to have to go digital.

It's no secret that the culture of the car club itself is changing, and it isn't just the CCCA. Virtually every segment of the collector car hobby is showing declining membership and an aging demographic. When compiling the article covering 50 years of *Northern Lights* magazines (see page 9), it quickly became obvious that today's CCCA is not quite the one we all remember, myself included. And I'm afraid there's just no going back.

Now, this isn't news. Every club is studying how to "fix" the problem, but I don't know if there is a way to make young people with little disposable income want an expensive but finicky, elegant but slow, vintage car. Don't look at me like I should have the answers, because I don't. I'm here because my parents exposed me to these cars at an early age and I've always aspired to be here. But without that seed being planted four decades ago, well, I might still be racing Corvettes instead.

Perhaps instead of trying to reverse the trend, I think we should be focusing on how to best embrace what we have and how to preserve it for the future. How do we create interest that honors the past but also looks forward, hopefully attracting new members along the way?

I know "internet" is a scary word to many of you. I know that there are those who are recoiling in horror at the thought of going online, saying, "That's not how *my* club works!" Well, I'm sorry, but we have to evolve or die. Are you a slow, cold-blooded dinosaur or a quick, nimble mammal? Because right now, I know we have a bunch of T-Rexes feeling a sudden winter chill.

I'm not suggesting that we change the things that draw us all together—there's still nothing my family and I love better than getting in our car and going somewhere with our ORCCCA friends. I love driving old cars so much that I've joined a half-dozen other clubs just so I can do it as often as possible. That's not cheating, that's just the level of passion that I have for what makes old cars great. Don't hate me for it, put on an event and I promise we'll be there!

No, what I'm suggesting is that all of us embrace the bigger community that's represented by the vastness of the internet. There's so much knowledge, shared experience, and new opportunities out there that it's crazy not to look for new places and new ways to enjoy our Classic cars.

Start with E-mail. Yes, I know that many of you like holding paper in your hands and it's just not the same on a computer screen. Don't worry, I feel the same way and *Northern Lights* will continue to exist as a paper magazine as long as I have something to say about it. But sometimes there are messages to be sent on short notice and paper and a stamp just won't get there in time. We could plan events

in days or hours instead of weeks or months. Just recently, an E-mail saying, "Hey, I'm going to the Geauga County Airport for a vintage airplane show on Saturday, anyone want to come?" turned into a great day trip for me and my family and a few other Classic cars. There wasn't time to put it in a newsletter; it happened in about 72 hours. How many of you even knew about this trip? If you had E-mail, you did. If not, well, I hope you enjoyed doing something *not* related to Classic cars and amazing vintage airplanes. You'll see photos here in the next issue of what you missed. Or you could see them right now on Facebook...

Secondly, there's a website. Melanie and the Finks could fill it with great information and photos, but our tracking shows that almost none of you are looking at it. We could add more information, articles, history, and all kinds of Full Classic awesomeness, but it's nothing but a tree falling in the woods if you're not there. Why not?

My father is a 78-year-old Luddite who still uses a push mower on his grass, but he answers E-mails, reads articles on the internet, and even responds to text messages. My 71-year-old mother uses Facebook and an iPhone. If they can, YOU CAN. It's not too late to learn and it's not too difficult to do. And despite what you may believe, it is hurting you to pretend you don't need it.

The hobby needs you, now more than ever. And you just might find there are new opportunities that you never considered. No, it won't be like the "good old days" but maybe we can make these the "good days" for a new generation of Classic car enthusiasts who are making their own memories and have no idea what the old days were like. It's gonna change, whether we like it or not. Why not direct the change so it goes someplace we want it to go?

Happy Motoring!

Editor's note: I must apologize to Christine Snyder, whom I overlooked in my coverage of the CCCA National Awards at the Annual Meeting in January. Christine was this year's recipient of the prestigious Beverly Rae Kimes Award, which is the highest award possible for a CCCA publication editor. It reflects Christine's continued commitment to excellence within the Classic Car Club of America. Please congratulate Christine next time you see her—she really earned it!



IN MEMORIAM

GARY ROSENTHAL



Gary Rosenthal was the Director of the Ohio Region when I first joined, both the club itself and the board of managers. I'll never forget my first meeting where I was the "new guy." Gary made me feel not only welcome, but at ease as if I were already among friends. There was a feeling that he knew what he was doing and of experience, and that was an impression I never lost. Of course, that evening he handed me four large boxes full of obsolete clothing from his basement—the *goods I was charged with selling in my new capacity as "Club Projects" manager*—and I suspect it was with great relief that he did so.

In the years since, I watched with admiration his undying passion for the old car hobby and for Full Classics in particular. His judging skills were among the best in the club and his experience was a resource that benefitted the Ohio Region's events in a very big way, adding an authoritative set of credentials to the club's reputation. Now that I am club director, I remain inspired by his ability to see both sides of an issue and to find solutions that satisfied everyone. He was a tireless cheerleader for the hobby and the best kind of ambassador for the club, regardless of the setting.

Seeing Gary at events was almost expected, as he attended as many as humanly possible, often winning the participation award at the end of each season. *That's dedication!* And while his mechanical naiveté was notorious (a fact I think he would happily admit), his cars were always high-quality machines that were kept in excellent condition, proudly wearing their CCCA award badges. He was an excellent automotive steward, the kind that any Classic car should be lucky enough to have.

Gary's long-term service to the club and his ability to reach all members made it important to let them have a say, so we invited his family and fellow ORCCCA members to share their thoughts and memories of Gary, which you can find on the following pages. The response was touching, with genuinely heart-felt tokens of appreciation from the people who knew Gary best. I'm sure Gary would have been humbled by the outpouring of emotion from his fellow enthusiasts and friends. It was an honor for me to know him, and it appears I am not alone.

-Matt Harwood

When Gary, the first child of Helen and Hugo Rosenthal, was born in Berlin, Germany on July 2, 1932, Nazi persecution was already taking place. With a feeling of imminent doom, his father left Germany and joined family members who had immigrated to America. With the sponsorship of his mother's uncle, the family arrived on October 12, 1933. They chose to settle in Cleveland, as other members of both parents' families lived there. Within a few years, Gary's father established a medical practice in Euclid, Ohio. Two siblings joined the family, Stanley in 1938 and Kenneth in 1947.

Graduating from Euclid Senior High School in 1950, Gary pursued his pre-med studies at Western Reserve University. Through a circuitous turn of events, he was accepted to dental school at the Ohio State University in 1953, graduating with honors and receiving a degree of Doctor of Dental Surgery, in June, 1957.

While a dental student, in October 1956, he met Marcia Silk. Their first date was at the Hasty Tasty Drive-In. Marcia had an 11:00 PM "curfew" at the sorority house where she lived, but upon leaving the high-end eatery, Gary discovered an empty gas tank in his 1950 Hudson. Using a milk carton and limited funds, he purchased twenty-five cents worth of gas and filled the tank. When he and Marcia arrived at the sorority house after curfew, the house mother awaited with a scowling face.

Despite these auspicious beginnings, the union was meant to last, as they were married on September 7, 1957 and enjoyed fifty-eight wonderful years together. Their married life began with a two-year stint with the US Army, where, as a member of the Army Dental Corps at Fort Knox, Kentucky, Gary eventually achieved the rank of captain.

After his Army discharge, Gary established a dental practice in the Hillcrest, Ohio area which expanded to include scores of patients, many of them from third-generation families. He practiced until one week prior to his passing, and truly loved his profession and his patients. A skilled practitioner, he was, most of all a kind, compassionate doctor with genuine empathy.

But his proudest accomplishment was the birth of his two sons, Edward and Jonathan. Eventually, the family grew to include six beautiful grandchildren: Erica, Scott, Bradley, Kevin, Austin, and Rayna. The eldest, Erica, married Adam Hirsh on October 18, 2015 and Gary, although recovering from recent surgery and rehabilitation, walked down the aisle at this memorable event.

His many accomplishments include a 30-year tenure as President of the Hillcrest Dental Study Club; three terms as Director of the Northern Ohio Region of the Classic Car Club of America; an 18-year member of the Mayfield Village Board of Planning and Zoning; and a member of the Schnurmann House Board of Trustees for several terms.

Gary also enjoyed traveling and his journeys took him to most of the United States, Europe, Mexico, Alaska, and exotic destinations like China, Thailand, Iceland, Morocco, Israel, Egypt, Jordan, Cuba, Trinidad, and Patagonia. He had an intense interest in automobiles, especially "Classic cars" and was a National Judge for the Classic Car Club of America. He proudly drove his 1941 Cadillac 60 Special, his 1946 Cadillac Series 62 convertible, and his 1947 Lincoln Continental to many events, meets, tours, and CARavans.

A devoted husband, father, and grandfather, a skilled professional, and a loyal friend, Gary will be missed by scores of people. We hope that you remember him with love—always.

-The Family of Dr. Gary F. Rosenthal

Gary and Marcia always had some of the best tours. We always knew that we would be interested and have a good time if the Rosenthals planned it. One of the highlighted ones was the Amish wedding lunch tour. Also, Gary always was a good salesman for the upcoming tours that they had planned. Each tour was generally full of many cars. Rudi and Gary would always practice their German a little whenever they met. I think they both enjoyed that. We went on several CARavans with them, mini and otherwise. Always with a good result even if there might be a small adventure included. One that I remember was a huge rainstorm on the freeway. We both made it home fine. — Rudi & Joan Kamper

I was sorry to learn of the passing of Gary Rosenthal. Gary was very committed to the Ohio Region. He and Marcia attended many Ohio Region activities. We will miss him. I extend my sympathies to Marcia and the Rosenthal family. — David Schultz

We always enjoyed the many Classic Car Club events hosted by Gary and Marcia. Our thanks for all the memories as we explored Ohio in our Classics. — Jerry & Jean Gentner

My relationship with Gary goes back to his Father, Dr. Hugo Rosenthal, whom I met before WWII. He was my Father's physician! Gary was a true gentleman. He was thoughtful and gracious. Like all of us, he loved his cars and shared his enthusiasm and knowledge with us. Pam and I felt honored to know Gary, Marcia and their sons. — Scott Isquick

In recent years, we have not been traveling from the Pittsburgh area to attend as many ORCCA events as we used to attend so we had lost touch with many of our ORCCA friends. But in the strangest of worlds and the best of coincidences, Al and I were on the same Road Scholar program as Gary and Marcia in VA several years ago. Sharing this experience with the Rosenthals made the trip enjoyable, memorable and meaningful. One day Gary received a call from his office secretary/assistant who was having some concerns about a patient. Gary spent a long time compassionately talking her through strategies that would make the patient comfortable and confident. It was touching! He cared so much! Gary was a fine man devoted to his family, profession, community and the Classic Car Club. He is missed. — Al and Mary Zamba

Gary Rosenthal's ORCCA Career
Prepared by Bob Girardi, Club Historian

1985	Joined ORCCA
1987	Purchased a 1941 Cadillac 60 Series
1988	Alternate board member
1989	Activities Chairman
1989	Judge
1990	Board member
1990	Chairman
1991	Treasurer
1995	Assistant Director / Stan Hywet Committee
1998	Director / Stan Hywet Co-Coordinator
2000	Stan Hywet Co-Coordinator / Head Judge
2002	Head Judge Stan Hywet / ORCCA Head Judge
2008	Assistant Director / ORCCA Head Judge
2011	Director / ORCCA Head Judge
2013	ORCCA Head Judge



To My Dear ORCCCA Friends,

One of life's greatest treasures is to share wonderful times with family and friends. And we did have so many! Forever in my memory are the happy occasions we enjoyed with you, the meetings, tours, events, Caravans, Stan Hywet.

I hope that you, too, will remember these good times and how fortunate we all were to be together so often. Your friendship was a great gift to Gary and he valued and esteemed it. And as you know, ORCCCA events took precedence on our calendar, as Gary was truly a "car guy."

The ring of trees planted in his memory was a very thoughtful gesture and my family and I appreciate it very much. And we all enjoyed the lovely cookie tray.

We are grateful to have you surround us and value your friendship.

Always remember Gary with love, as he loved all of you.

**Fondly,
Marcia Rosenthal**



RETROSPECTIVE

NORTHERN LIGHTS

A look back at ORCCCA's flagship publication

By Matt Harwood
Compiled by Bob Girardi


It's a great honor for me to be sitting at the helm of this club's publication, the *Northern Lights*. Even in today's digital age with internet access at our fingertips, a printed magazine conveys permanence and stability, and regardless of how good your Kindle or iPhone might be, there's still something special about holding printed paper in your hands. This glossy, full-color publication is the appropriate counterpart to a Full Classic automobile, unquestionably fine in both quality and workmanship, and I strive—as have past editors—to make it the very best club publication possible.

The idea for this article is completely Bob Girardi's, our club historian. Thanks to Bob's considerable efforts, we have a variety of *Northern Lights* magazines dating back to the very earliest days of the club, and it's fascinating to see where we've been—truly evolution in action. At a glance, it is obvious that print technology has changed drastically, from mimeographed pages hammered out on a typewriter then stapled between two pieces of card-stock, to the professional-grade glossy book you're holding now. We've improved frequency from an annual publication (the blue and white cover on the right is the 1966 edition) to thrice yearly (Spring 1981) to quarterly today. I am also proud to say that I'm standing on the shoulders of giants, because it's quite obvious that today's cover is a direct descendant of the design introduced in April of 1981 by Bill Snyder. Color covers were introduced by Christine Snyder and the glossy full-color internals were Bob Porter's contribution, marking perhaps the largest single leap in the quality of our publications.

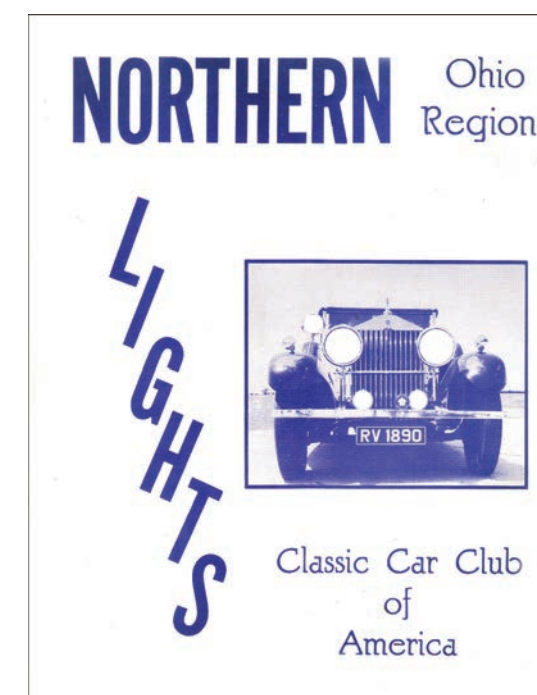
Apparently, editors have always begged for help with content from the membership, and directors have always encouraged more participation at events; it seems that some things never change. There are names in these magazines that are still part of our club today, many that I remember from my childhood, and those whose memories are still honored in our awards and traditions.

And then there are the photos. Many of you may recognize your younger selves enjoying club activities that are not much different than those we enjoy today. There are old friends and old cars that you may

have forgotten or which may have moved on to fame and fortune in today's high-end market; it's rather extraordinary how many truly spectacular cars have passed through the hands of ORCCCA members. So the hair might be a little grayer but the friendships and camaraderie are forever.

Enjoy the memories, but don't forget that today's magazines will be tomorrow's memories. The world has changed, but the one thing that binds us all together in the CCCA is our love for the past in the form of these spectacular automobiles. They will never change, which is probably why they speak to us so clearly. 

images continue on page 10

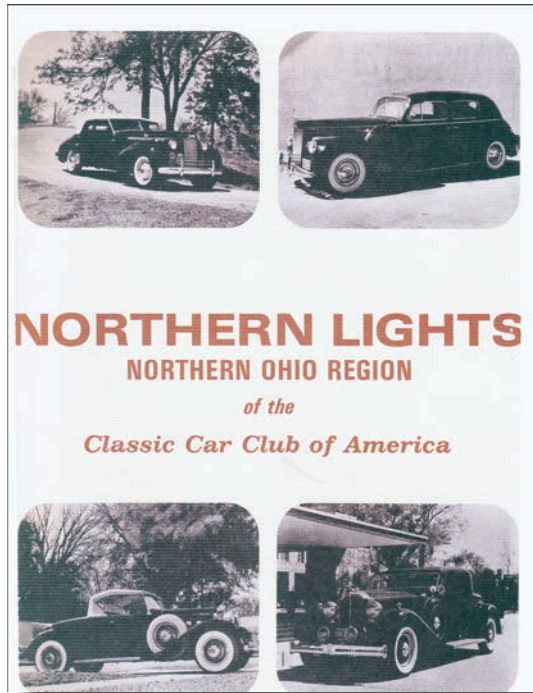


May 1966

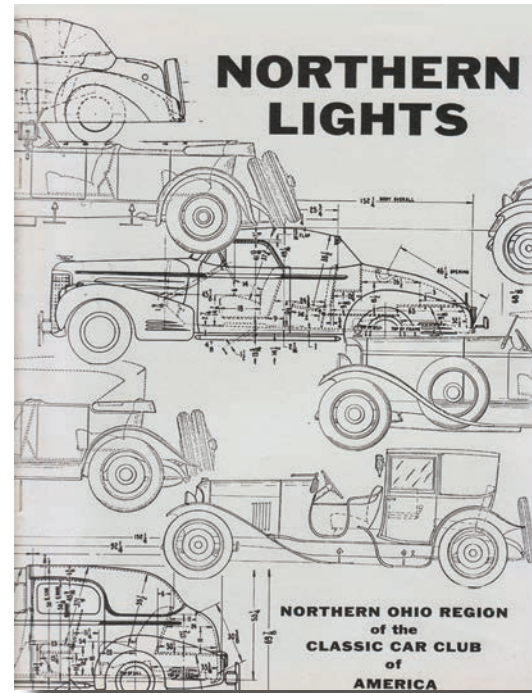
*Editor: Jo Kranz (Assistant Editor: Mary O'Neil)
Club Director: Bill Kranz*

Topics:

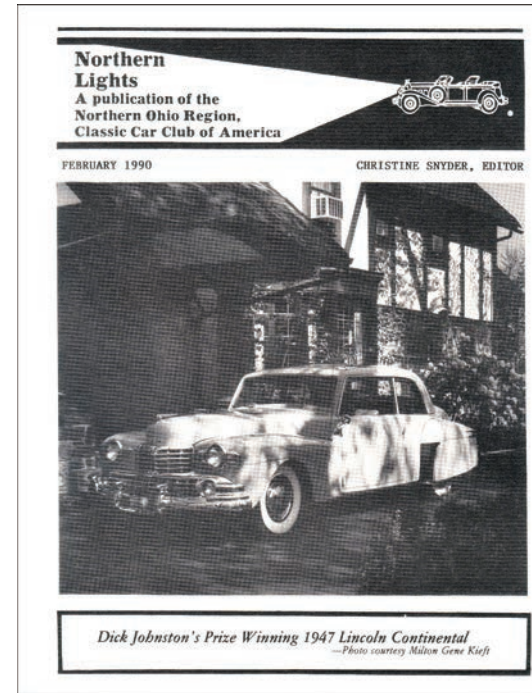
*9th Annual Stan Hywet Old Car Days Invitational
Automotor Horse patent application
Notable: Jack Trefney is a new member!*



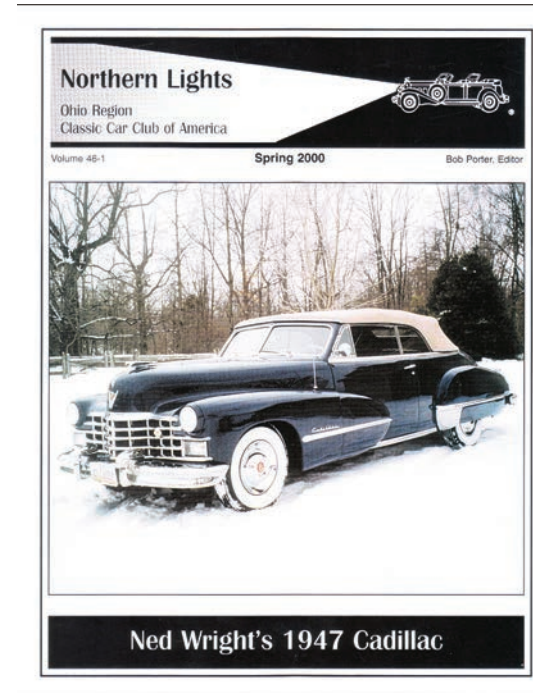
Winter 1968-1969
 Editor: R.M. Hague
 Club Director: Tom Sloane
 Topics: Passing of Howard Davies
 NOR Annual Meeting
 Lincoln Continental overdrive troubleshooting
 Notable: Club's bank balance was \$535.51



May-June 1972
 Editor: Marge Klingenberg
 Club Director: Ken Wessel
 Topics: Bath Old Car Meet
 Stan Hywet Invitational Meet
 Notable: CCCA National considers "Classic" racecars



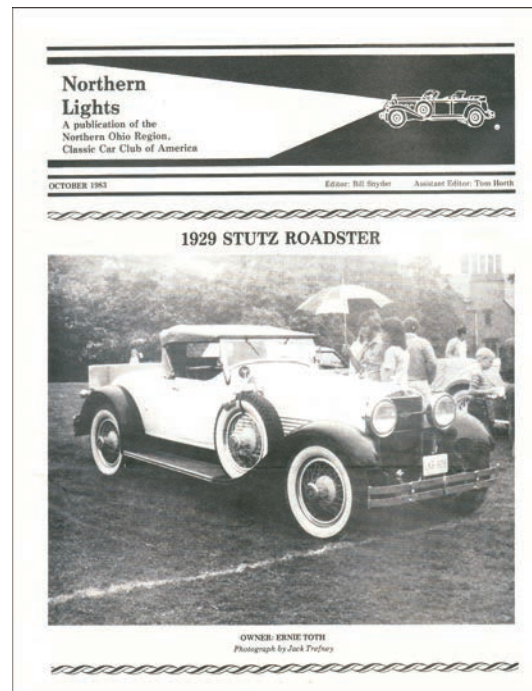
February 1990
 Editor: Christine Snyder
 Club Director: Oskar Richey
 Topics: Annual clambake
 NORCCCA Annual Meeting
 Notable: Recipes!



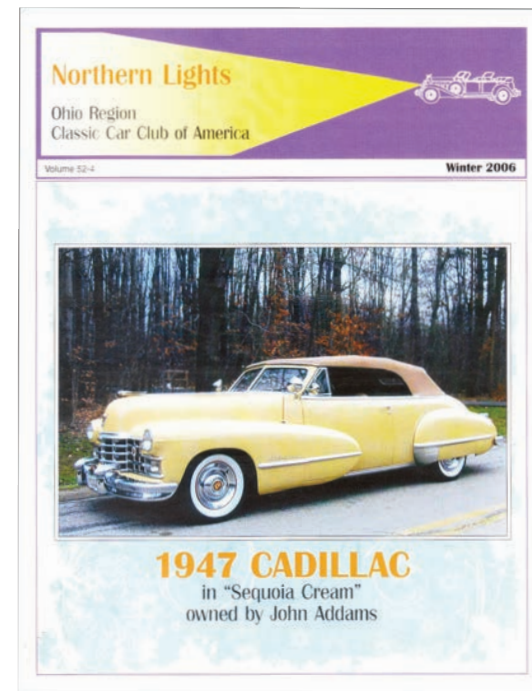
Spring 2000
 Editor: Bob Porter (Interim Editor—LOL!)
 Club Director: Margus Sweigard
 Topics: Regional Annual Meeting
 ORCCCA Holiday Party, Clambake
 Notable: Bob Porter's first issue



April 1981
 Editor: Bill Snyder
 Club Director: Bert Fink
 Topics: Clambake at Bill Snyder's
 Indoor meet at the Rolling Acres Mall
 Notable: All-new look!



October 1983
 Editor: Bill Snyder (Assistant Editor: Tom Horth)
 Club Director: Dick Roddie
 Topics: Stan Hywet wrap-up
 Vintage plane & car meet
 Notable: The future Mrs. Snyder gets a big gift!



Winter 2006
 Editor: Bob Porter
 Club Director: John Addams
 Topics: Passing of Jack Trefney
 Glenmoor Gathering, Tour to Pittsburgh, Annual Meeting, RROC/ORCCCA Mystery Tour
 Notable: Wow, look at all the articles and activities!



Spring 2015 (v2.0)
 Editors: Matt Harwood/Melanie Harwood
 Club Director: David Heinrichs
 Topics: Passing of Thomas Sutphen
 2015 Tech Seminar, Theater Party
 Notable: David Schultz inadvertently creates "Classic Personality" column with his Ray Dietrich bio

EVENT: 2016 TECH SEMINAR

STAY SAFE, KEEP COOL

This year's tech seminar focused on fire safety and long-term cooling solutions

By Winton P. White
Photos by Rich Fink and Abdel Carlo

The annual ORCCCA Tech Seminar is one of those events that comes at the best possible time. It's March and in the Ohio Region everyone is getting cabin fever. How better to fight the boredom than to go hang out with friends among some spectacular old cars? Once again, Matt and Melanie Harwood put on a great event at their Harwood Motors showroom in Macedonia, with this year's speakers from the Northfield Fire Department and Evans Coolant.



Plenty of eye candy!

Guests started arriving around 9:30am, earlier than previous years to allow everyone to enjoy their weekends. The Harwoods had several Full Classics on display, including a 1941 Cadillac 60 Special that once belonged to George Armington and a 1941 Buick 90 limousine. Oh, and how could I forget the gigantic red 1946 Dodge Power Wagon right in the middle of the shop? Not a Full Classic but WOW!

After some socializing, they got the program started with Chris Hrach, a lieutenant with the Northfield Fire Department. Chris is obviously an expert on hazardous spills and fire safety, and gave us a custom-tailored presentation about keeping our



Massive 1946 Dodge Power Wagon (non-Classic) has modern diesel power

garages safe. The obvious things were no surprise, but it was also interesting to learn that dust is explosive and that if you use kitty litter to sweep up oil spills, you need to dispose of it properly because it qualifies as toxic waste! There was a spirited Q&A session and Lieutenant Hrach was at the top of his game.

The second presentation was Fred Garfinkle from Evans Coolant, which is a "waterless" coolant that seems almost ideal for our old cars. This presentation focused on details like the fact that Evans Coolant has a 350-degree boiling point, does not react with iron



A great spread and a great setting



Everyone seemed to learn something new

or aluminum, and it will not harm babbitt bearings should it leak into the crankcase. In addition, it has a -40-degree freezing point, so it's good year 'round. Best of all, once it's in there, you never have to change it again! Matt Harwood, who uses it in his 1929 Cadillac, says that it does not necessarily run cooler and may even show a little warmer on the gauge, but that only means that it is working as intended by pulling more heat out of the block and heads and putting it into the radiator. However, he was also quick to note that he would not use it on a cooling system that wasn't healthy—it is not a band-aid for an ailing



Brilliant idea, Melanie! Pampered Chef demonstration for the ladies



Joan Virostek and Charlotte Hurd enjoy lunch

cooling system. The stuff is a little pricey at \$35/gallon, but many large shops swear by it.

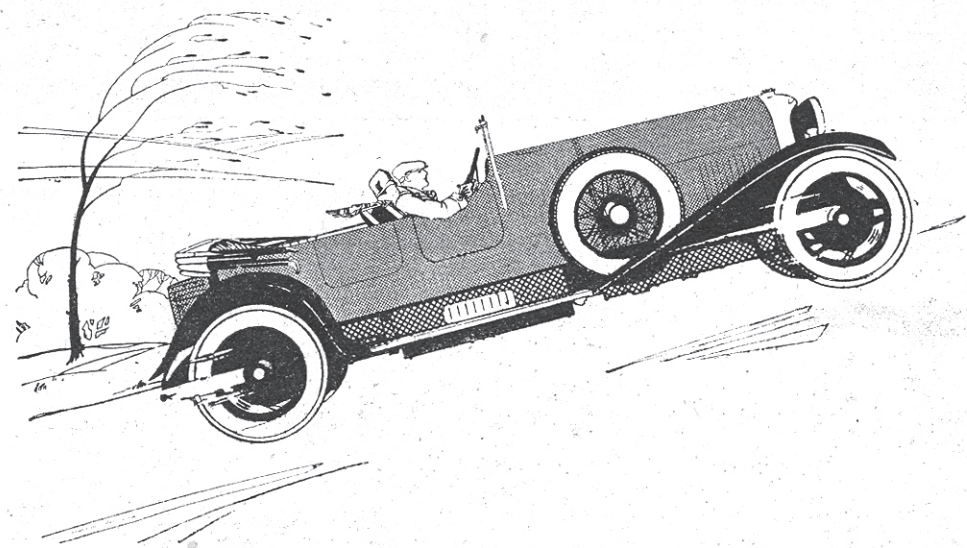
This year was also special because Melanie Harwood arranged to have a Pampered Chef party for the ladies. Showcasing specialized kitchen tools and learning some new kitchen techniques was surely just as interesting as learning about engine coolant!

After the presentations, there was a wonderful box lunch and everyone had a chance to mingle, visit, and discuss what they'd just learned.

Once again, an excellent program and a big thanks to the Harwoods for both arranging the event and opening their facility to us! 🚗



Several Full Classics in the Harwood showroom



The car supreme in sheer artistry of line, in consummate luxury of coachwork, and, above all, in mechanical perfection. Engineering skill knows no finer expression of achievement in power speed or silence.



BENTLEY MOTORS LIMITED
POLLEN HOUSE, CORK STREET, LONDON, W.1.
Telephone: Regent 6911. Telegrams: "Benmottim, Phone, London."

FEATURE: 1924 Bentley 3/4½ Litre Vanden Plas Tourer

CONTINENTAL DRIFT

The 1920's most formidable sports racers are still remarkable nearly a century later



By Matt Harwood



The names Bentley and Rolls-Royce are almost inextricably linked today, but true Bentley enthusiasts will tell you that the most highly prized cars bearing the flying B emblem are those built under Walter Owen Bentley's personal supervision. In its earliest days, Bentley only reluctantly built road cars, which, like Ferrari in the 1950s, were merely a means to an end: to finance racing efforts. Following World War I, Bentley Motors was founded by W.O. Bentley. By taking lessons learned as an aircraft mechanic, he showed a prototype engine in 1919 and was delivering customer vehicles by September 1921. With an innovative 4-valves-per-cylinder 3-litre inline-4, Bentleys were both powerful and reliable, winning hill climbs and early events at Brooklands. With a wide array of colorful characters behind the cars and ever-increasing performance, early Bentleys became almost legendary in their performance

and were respected and feared by competitors around the world, from Indianapolis to Le Mans.

The cornerstones of Bentley's performance were cars very much like this 1924 Bentley 3/4½ liter Vanden Plas tourer, a version of which won Le Mans in 1924. Like most vintage Bentleys, Lee and Pam Wolff's car, known as the Grant's Whiskey Bentley, has a documented history from new, when it was originally sold to Walter Gordon Grant, owner of Grant's Whiskey. In 1944, it was bequeathed to his chauffeur, Fraser, and it was ultimately restored in England sometime around 1990, which is also when it acquired its stunning leather-wrapped Le Mans touring bodywork (it was originally a 4-door saloon).

Now while such an "upgrade" might offend purists, in Bentley circles, body swaps and even engine upgrades are not only acceptable, but embraced, because why own

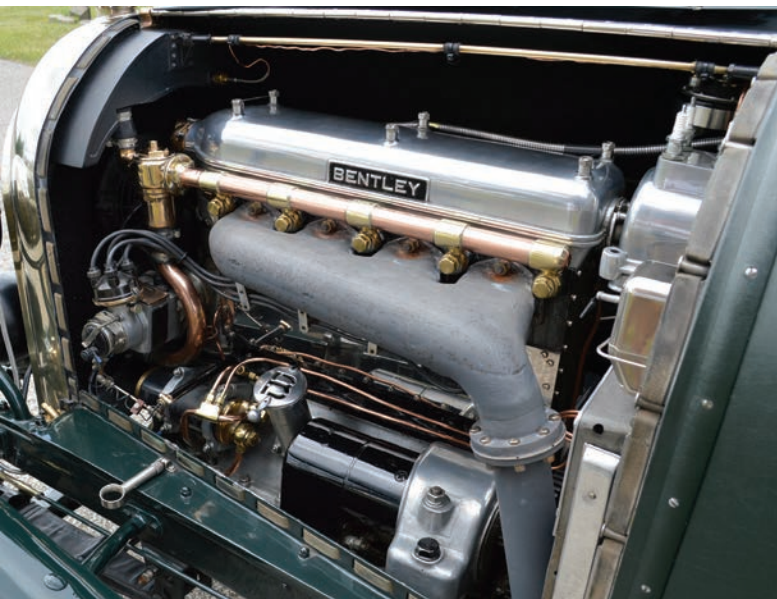
continued on page 16

B23 MENTION OF "THE AUTOCAR." WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION

Drift (continued)

a sporting Bentley of the period without being able to recreate the vintage high-performance experience?

This is probably a good opportunity to discuss this particular model's nomenclature as a 3/4½ Litre model. Bentley's original engine offered three litres



Bentley 3/4½ Litre engine built for performance and reliability, yet impeccably dressed

of displacement, and the 3-Litre is the reliable and consistent machine that won Le Mans in 1924. But as competition around the world ramped up, including Bugatti and Duesenberg, simply being reliable was no longer enough—you needed horsepower, too. In response, the 3-Litre engines were enlarged to 4.46 litres, earning it the obvious 4½ Litre designation. Remarkably, a 50% increase in displacement requires no visible external alterations, consisting entirely of an upgraded crankshaft, larger pistons, and revised connecting rods, all tucked within the original 3-Litre block. Hence the 3/4½ Litre designation this car carries today: originally a 3-litre engine, now enlarged to 4.5 litres. Looking around at vintage Bentleys, you'll not find many still carrying their original 3-Litre specification, with most enjoying this invisible and very desirable upgrade.

Describing Bentley owners' accepting attitude towards such modifications, owner Lee Wolff says, "There aren't many of these left, so if you want one, you take them the way they come and you use it as intended." Indeed, Bentley owners are some of the most passionate advocates for driving their cars rather than treating them as static art. It's rare to find a Bentley that has not been altered in some way, entirely in keeping with the period, of course. Original owners were constantly in search of more performance, why should today's owners be any

different?

The Wolff Bentley's bodywork is equally fascinating, built to replicate the sporting touring cars that competed at the highest levels throughout Europe. To keep weight low, the body is framed in wood with leather stretched over the birch framework, creating a wonderful contrast between the fabric body and painted aluminum hood. Minimalist fenders keep most of the debris away from the occupants, but if you're not getting dirty in your Bentley, you're not driving it correctly! There's a folding windscreen with twin flip-up glass "sport" windshields that give it a truly racy look. Miniscule doors allow entry to the front and rear seats, and it will carry four passengers in reasonable comfort, but this car is best enjoyed by two people who know each other well—it's quite cozy up front!

The bright work is mostly nickel with some brass, and there are few components on the car that are not simply beautiful due to their functionality. The radiator cap is a hinged lever that permits quick access and



Simple and functional, beautiful because of it

positive sealing with no wasted effort, the brakes are massive finned drums with aluminum backing plates that help dissipate heat, and the famous radiator shell with its mesh grille opening is merely the best way to protect the radiator from flying debris in competition. If you have an engineer's mind or a designer's eye, the Bentley will delight you in dozens of ways.

There's more beautiful craftsmanship inside, where you can see the car's racing heritage every bit as clearly.



The driver enters through the passenger-side door and settles into a bucket seat that's surprisingly comfortable and better at holding you in place than most cars of the period. The 4-spoke steering wheel is massive, designed to muscle the car around tracks at speed, but in normal driving, little more than fingertip effort is required. The Bentley offers a lovely walnut dashboard filled with an array of instruments from British manufacturers like Smiths and A.T., and it includes a rev counter that spins to a dizzying 4000 RPM. Knobs, buttons, dials, and switches are arrayed seemingly at random across the dashboard, but once you're familiar with the layout, you realize that the important ones are right where they need to be. The Bentley has two ignition systems, both magnetos, and it can run on either or both, with both recommended right on the ignition switch. Lightweight aluminum can be found throughout the cockpit, from the spokes of the steering wheel to the pedals (with the accelerator mounted unconventionally between the clutch and brake) to the door handles to the shift knob crammed in there next to your right thigh.



Dashboard is much the same as racing Bentleys

There's a full bench seat in back, and it's probably acceptable for lower speeds and shorter trips, but Lee and Pam use it as a trunk for touring, where everything is secure under a fitted black canvas tonneau cover. There's clever packaging back there, including foot wells that add leg room without adding length to the body. A folding canvas top offers a modicum of weather protection, but it's probably best saved for emergencies, as it disrupts the car's sleek lines and makes ingress and egress particularly challenging through those tiny doors. Lee reports that by simply maintaining adequate speed, front seat occupants don't get very wet—just as long as you keep moving and it's no more than a light shower.

But the Bentley's real reason for existing is *speed*. These



Main ignition switch surrounds ammeter. Dual ignition system buttons below mixture knob, and even the generator is switchable for maximum performance

were expensive machines designed to run fast for hours on end, and in that regard W.O. was uncompromising. Ettore Bugatti's back-handed quote of Bentleys being "the world's fastest lorries" is probably more exaggerated myth than actual insult, but his frustration was understandable. Where Bugattis and their tiny straight-8 engines whirred like sewing machines, the Bentleys roared and snarled. Where the Bugattis were delicate and light in the pursuit of ultimate speed, Bentleys were robust and understressed in pursuit of durability. In combat, the Bentleys would mercilessly hound the willowy Bugattis, forcing their drivers to push them to their limits and beyond, running them into the ground. When failure came, the Bentleys would take the lead and set a new pace, relying on their virtually indestructible mechanicals to carry



Room for passengers in a pinch, but first class is definitely up front

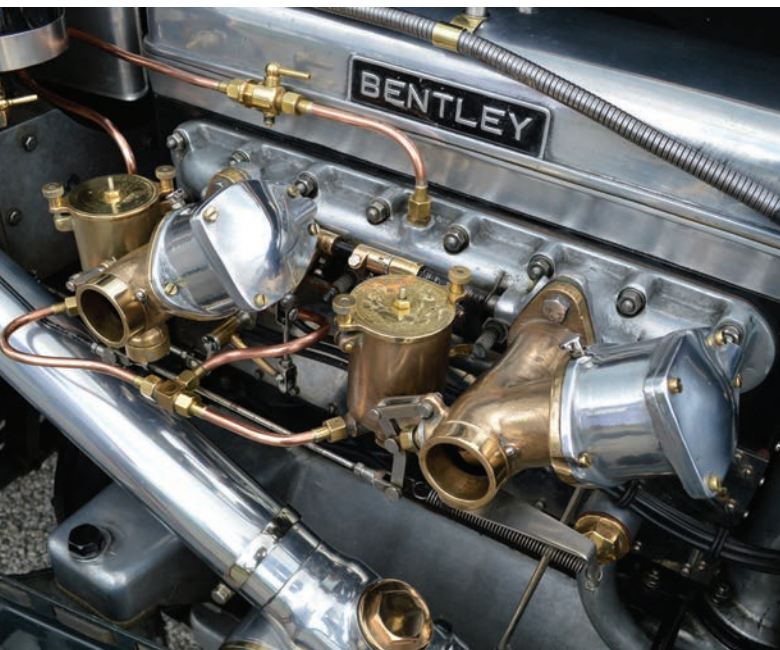
the day. There are stories of Bentleys finishing Le Mans with empty radiators and shredded tires, but finish they did, earning victories throughout the 1920s, including a stunning 1-2-3-4 sweep at Le Mans in 1929.



1924 Bentley 3/4½ Litre Vanden Plas Tourer
Owners: Lee and Pam Wolff

Drift (continued)

So they're bulletproof, but these were also toys for the wealthy, and because of that, they are also beautifully built. The engine bay is a symphony of polished aluminum, brass, copper, and bronze. Every part is over-built, with redundant systems throughout, including two ignition systems with two plugs per cylinder and four spare spark plugs stored on top of the firewall-mounted dynamo (generator) for replacement in the field. The dynamo is spun directly off the overhead camshaft and is mounted inside the passenger compartment where



A lot of money would buy a lot of expensive hardware in 1924

it's protected from dirt and heat. Perhaps the only shortcoming is in the cooling department, as there is no cooling fan for the radiator, more a problem in today's traffic than on a race track. However, this is an easy fix, as these early Bentleys use 12-volt electrical systems, so a modern electric cooling fan is an easy and smart upgrade.

The engine barks to life easily when you push the starter button and settles into a clattering, aggressive idle that is evidence of four aluminum pistons each the size of a one quart paint can banging around inside the iron block. The big 4½ litre engine isn't at all fussy, clutch take-up is aggressive but it doesn't stall no matter how clumsy you might be with the pedals. Once you're rolling, shifting is easy in the unsynchronized gearbox as long as you're quick. This car does nothing slowly and control efforts are reasonably light, so you feel like you can slice and dice through modern traffic with ease in this 92-year-old machine. And while most 1924 automobiles



are comfortable at modest speeds, this thoroughbred Bentley will run all day at 75 MPH, legendary reliability and performance ensuring that you reach your destination without incident. If anything, the experience is more akin to a 4-wheeled motorcycle, elemental and connected, a feeling of being directly linked to the machine. The sensation is remarkably different than the usual Full Classic experience, regardless of era. In fact, I'd wager that few Full Classics even from the post-war period could keep pace with this Bentley for very long.

After the Rolls-Royce takeover of Bentley, the cars changed. They were gentrified, refined, and took their place among the world's most elite luxury cars. They became bigger and more powerful, still fast and still beautifully built, yet different. For the spiritual descendants of the Bentley Boys, the only Bentleys to own are the rip-snorting, visceral, and brutally effective early cars with W.O. Bentley's seal of approval right there on the side of the engine. 🚗

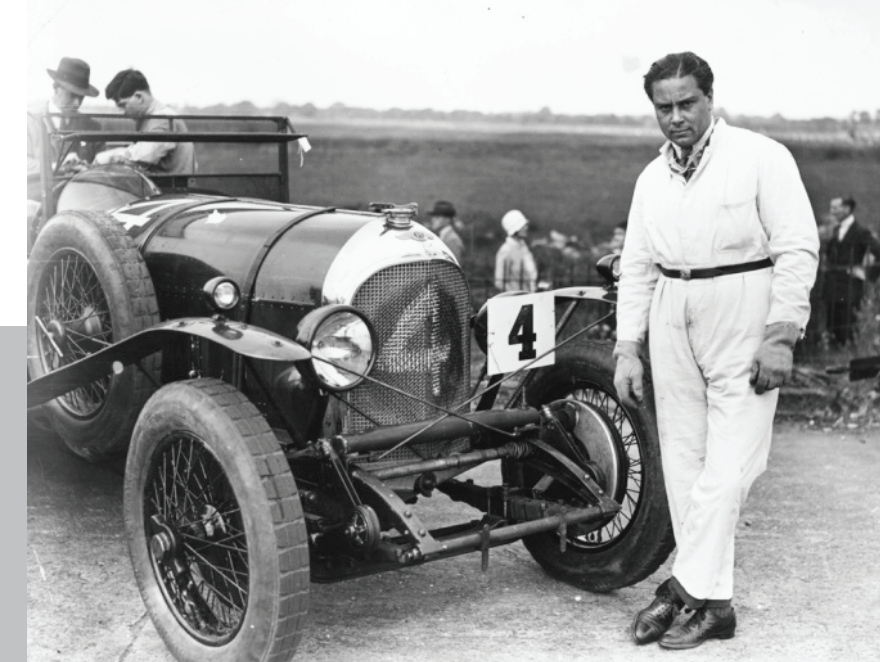
SPECIFICATIONS

Year: 1924
Make: Bentley
Model: 3-Litre Vanden Plas Tourer
Original Price: approx. \$4000 (chassis only)

Engine: 4.4 litre SOHC inline-4
Horsepower: 110 (estimated)
Torque: N/A
Transmission: 4-speed manual
Final Drive: 3.78:1

Wheelbase: 9 feet, 9½ inches
Curb Weight: 3024 pounds
Brakes: Mechanical 4-wheel drum
Wheels: 21-inch wire wheels
Tires: 5.25/6.00x21 Blockley

Woolf Barnato The Original Bentley Boy



Orphaned in 1897 at the age of 2 when his father vanished overboard while sailing from Cape Town to London, Woolf 'Babe' Barnato inherited the family's sizeable fortune (earned in the Kimberley Diamond Mines), although he was not, as legend would suggest, "Old Money." His father was the son of a shopkeeper in London's East End who emigrated to South Africa and changed the family name from Barnett to Barnato for its exotic flair. However, much to his credit, Woolf Barnato grew up to be a smart businessman and avid sportsman who was quickly smitten by the fledgling port of auto racing.

His first race was in 1921, when he competed in the Brooklands Easter Meeting with a Locomobile 48 imported from the United States, where he placed third. In 1922, he raced in a Talbot and in 1923, a Wolseley Moth. In 1924, the same year Bentley would win Le Mans for the first time, Barnato set a class record in an 8-litre Hispano-Suiza.

But it is his association with Bentley that is most celebrated, and his relationship with W.O. Bentley would change the direction of the company forever.

In 1925, Barnato used a factory Bentley 3-Litre to win several major Brooklands events and set a new 3-litre 24-hour record, averaging 95.03 MPH. He was widely regarded as one of the best drivers of the period, and despite his reputation for bravado and risk-taking in the business world, he was the consummate racing teammate, always following team orders and rarely making mistakes. It was because of this (and his sizeable fortune) that W.O. Bentley approached Woolf and convinced him to invest close to £100,000 in the fledgling company. In exchange, Barnato would have his choice of Bentley motorcars for his own use plus a guaranteed spot on the Works racing team. It seemed like a win-win situation for all parties.

It was this partnership that proceeded to dominate at Le Mans, reinforcing Bentley's win in 1924 with follow-ups in 1927, 1928, 1929, and 1930. Other notable drivers included Harley Street physician J. Dudley Benjafield, ex-naval officer and adventurer Glen Kidston, journalist Sammy Davis, banker Baron d'Erlanger, and Bentley employee Frank Clement, all known as the "Bentley Boys." The 4½-Litre cars, and later the 6½-Litres, were proven winners, surely causing Ettore Bugatti to regret his comment that the Bentleys were the "world's fastest lorries." Durability won these early races, and no other cars were as bulletproof as the over-built, under-stressed Bentleys.

But it is Barnato's contributions off the track that would have the biggest impact on Bentley's fortunes. Despite repeated race wins and a long list of interesting celebrity owners and racers, financial success eluded the company in those early days. In 1931, Barnato's financial advisors warned him against further investment in the company and Bentley Motors ultimately passed into receivership. On the positive side, those same advisors apparently also suggested that Barnato invest in the British Equitable Trust, LTD, which was acting on behalf of Rolls-Royce, who would subsequently (and notoriously) acquire Bentley Motors. It proved to be a prescient move, as Barnato ended up owning enough shares to earn a spot on the board of directors at Bentley Motors in 1932.

Barnato also served in both World Wars—as an artillery officer in the first and an RAF Wing Commander in the second—but died at the relatively young age of 53 following an operation to treat cancer.

-Matt Harwood

EVENT: SWEIGARD BONFIRE

NOW THAT'S A FIRE!

The annual Sweigard bonfire is always cold, warm, tasty, and fun

By Rich Fink
Photos by Rich Fink and Melanie Harwood

On the blistering 9-degree night of February 13, hardy ORCCCA members faced the cold with good food, good friends, and a toasty fire. Margus and Vickie Sweigard hosted a great night with all the trimmings, including an appetizer spread, chicken pot pies, BBQ Pork Sandwiches, and fine desserts. Of course, we cannot forget about the warming apple cider — both regular and, um, *hi-test*.

Throughout the history of time, men have been viewed as hunters and gatherers whose sole purpose is to keep the fires burning at home. In our case, however, even after several gallons of charcoal lighter fluid, numerous phonebooks, and several lighters that would not cooperate, the men still could not get that sucker to light. Vickie ended up saving the day by bringing down a few of these primitive things called "matches," thereby proving that it really is the women who make the world go 'round.

As the temperature plummeted, the night was called early — but it's still exciting to report that at least this year, no one took any unexpected plunges into the snow.



Primitive man was able to make fire with little more than sticks and friction. NOTE: we are **not** primitive men.



Rich and Kat Fink battle the cold

A big thank you to Margus and Vicki for a great evening, and we look forward to doing it all over again next year. 🚗

EVENT: PACKARD MUSEUM TOUR

LET'S DRIVE!

The first big driving event of 2016 exceeded all expectations

By Melanie Harwood

The morning of April 30th dawned and we warily watched the skies. It was supposed to be a pleasant early spring day, but when we arrived at the shop at about 8:00 in the morning to get ready for visitors, it was barely 45 degrees. The sky was gray. It was the first driving event of the year and we were worried it would be washed out.



Everyone showed up ready to drive!

As it turns out, our fears were unfounded. We got the coffee and donuts ready and sure enough, all our ORCCCA friends started showing up, all driving their Classic cars! I saw right away that Matt was buoyed by the turnout, because he loves nothing more than getting in an old car and driving—somewhere, *anywhere*—and he was very excited to put some real miles on our 1941 Buick 90 Limited limousine. Turns out, he's not alone; this was a very enthusiastic group!



Bob Porter's 1948 Chrysler Town & Country, Jim Battenhouse's Ford Fairmont (non-Classic), Al Webbersinn's 1934 Packard 1101, and Allan Warner's late-model Cadillac (non-Classic)



We'd spent the better part of the previous week laying out the route, including test driving it in a SNOWSTORM just 13 days earlier. We took photos and made directions as clear as possible in hopes that nobody would get lost. We re-routed a few times when we realized there were non-old-car-friendly sections of highway (we were keeping Dave Heinrichs' freshly Classic-ized 1916 Cadillac in



Jim Keller's 1941 Packard 160 sedan (left) and the Harwood's 1941 Buick Limited ready to lead the way

mind). The route instructions were printed and handed out, we got in our cars, and we hit the road!

It took about an hour to reach the Packard Museum in Warren, Ohio. The route was easy-going and the weather cooperated in a big way—cool enough to make the cars happy but comfortable for those without heaters. Perfect! We pulled into the Packard Museum parking lot to find another six or eight cars from the eastern end of the state—plus Pennsylvania and West Virginia—had joined us.

If you have not visited the Packard Museum, it makes for a great day trip. It's easy to find and showcases a great deal of Packard's history, which started in Warren. There are



continued on page 24

Drive (continued)

several dozen wonderful cars on display, many on loan from Packard enthusiasts, and the collection changes frequently so there's always something new to see.

After some time checking out the cars, both those inside and those outside, we had a great lunch in the Museum and were entertained by Eric Thompson, a local



View from the First Class section of the Buick limo

magician/comedian who was eventually able to win over even this fairly stoic crowd. My son, Cody, won 20 of Doug Seybold's dollars although Riley confounded the magician, as he sometimes does us. Some things can't even be explained by magic.

After lunch, we broke camp and headed northeast towards Amish country and Mesopotamia, Ohio, where we would find the End of the Commons General Store, which has been there since the mid-1800s. It's also attached to a 1940s filling station that's fairly accurately restored and still in use. Inside, you'll find all kinds of country-style must-haves as well as some of the best ice cream we've ever tasted. Out front, the world's largest Amish horse and buggy stands as a monument to the community, so we rounded up the "long haul gang" and forced them to take a few photos, which you can see here.

Matt topped off the Buick's tank at the little Art-Deco filling station attached to the General Store and



Left to right: Lee Wolff's 1936 Cadillac, Bob Brown's 1947 Cadillac, Dave Johnson's 1941 Packard 160

reported that it only took five gallons, suggesting the big limo was getting a little bit better than 12 MPG. That sounded horrible to me but Matt was elated by the news.

We had originally planned dinner at Mary Yoder's Amish Kitchen, but the day was still young enough that nobody was particularly hungry so we agreed to head home instead. Besides, the weather was starting to turn, although it was considerably warmer now than when we'd left that morning. We piled back into the big Buick



A great lunch at the Packard Museum

and aimed it west on Mayfield Road (also known as Route 322, which spans almost the entire country). With Al and Diane Truelson in their 1946 Cadillac 60 Special following close behind, we made good time cruising at an easy 50-55 MPH. Cody, Riley, and I spent the trip in the immense back seat of the Buick limousine and I highly recommend it as a first-class way to travel. The



The Long Haul Gang poses in front of the world's largest horse and buggy



Car of the Day honors went to XXX XXXX's gorgeous 1934 Packard Twelve 7-passenger sedan, which has a fresh interior following a battery explosion. Be careful!

rain held off until we were almost home, and we were pleasantly surprised to learn that the Buick's wipers were fully functional, as was its radio, so we tuned in an early season Tribe game along the way. It turns out this touring thing is pretty easy when you have the right equipment!



XXX XXXX's 1930 Packard convertible coupe

I had a lot of fun putting this event together and I'm thrilled we had so many great cars in attendance. Thanks to the Packard Museum, Eric Thompson, and ORCCCA, and we look forward to more great driving events in the coming months! 🚗



EVENT: GARY ROSENTHAL MEMORIAL TOUR
FITTING TRIBUTE


Gary Rosenthal planned this tour and we honor him with a drive

Photos by Rich Fink



What is a Hobo?

"A hobo is one who travels in search of work, the migratory worker who must go about to find employment... A tramp is one who travels but does not work, and the bum is a man who stays in one place and does not work. Between these grades there is a great gulf of social distinction." *Nicholas Klein*




EVENT: STAN HYWET FATHER'S DAY CAR SHOW

SMOOTH SAILING

Perfect weather, gorgeous cars, and a sellout crowd made this year's show a big success

By Melanie Harwood
Photos by Abdel Carlo

This year marked the 59th Annual Father's Day Car Show at Stan Hywet Hall & Gardens and it was truly one for the books. The sun was shining on the show this year, both literally and figuratively. With 425 cars showing up, smooth entry procedures for vehicles, 85 degrees with all-day sunshine, and the most incredible group of volunteers in the hobby, we couldn't have asked for a better show! It is truly a spectacular experience to see the empty field laid out on Friday suddenly FULL of vehicles come Sunday morning. Being at the front gate overseeing the entry I had the opportunity to see each car arrive but had no idea how many were out on the field until we closed the gates and I wandered out there to see the gorgeous sea of vehicles. Although our club is for Full Classics, hosting this show for such a variety of vehicles allows us to do what we want to do throughout the year. This year we introduced an award for the OLDEST vehicle at



Jim Scharfeld's stunning 1930 Packard 745 Dietrich phaeton, which also won Judges' Choice

the show which we were pleased to present to ORCCCA members Carl and Georgia Hummel who brought their 1906 Wolfe Touring for all to enjoy. Next year marks the 60th anniversary and plans are already underway! Here's to another wonderful show and all the volunteers who make it happen time and time again! 🚗



Allan Warner's 1930 Cadillac convertible coupe



Bob Miziko's 1931 Lincoln K victoria coupe

Full Classics at Stan Hywet



Charles Wilkinson's 1932 Packard 900 convertible coupe



David Johnson's 1948 Chrysler Town & Country



Gene Treshawty's 1940 Packard Darrin



Charlie & Dawn Renner's 1941 Cadillac 62 convertible



Dan Hanlon's 1940 Packard 180 by Derham



Marjorie Rossler's 1934 Packard 1100 Sedan



Hagerty Youth Judges get acquainted with Matt & Melanie Harwood's 1941 Buick Limited limousine



Lou Tull explains the finer points of his 1967 BMW Isetta taxi cab to the Youth Judges. Lou's awesome Isetta was also the Hagerty Youth Judging trophy winner!



Youth Judging team poses with James Coco's 1967 Austin Moke



2016 ORCCCA Stan Hywet Father's Day Car Show Results

Class 1: Full Classics 1915-1932

1. Allan Warner, 1930 Cadillac 30-168
2. David Gano, 1931 Cadillac 452A
3. Craig Selinsky, 1931 Lincoln K

Class 2: Full Classics 1933-1939

1. Schlacter Family, 1937 Packard 8
2. Mike Kochilla, 1937 Packard 12
3. Carl Hummel, 1936 Packard 12

Class 3: Full Classics 1940-1948

1. Gene Tareshawty, 1940 Packard Darrin
2. Jerry Gentner, 1941 Cadillac 6219
3. Philip Tobin, 1941 Buick Limited

Class 4: Century Cars (pre-1916)

1. Bob McAnlis, 1911 Locomobile
2. Carl Hummel, 1906 Wolfe Touring
3. Bob & Audrey Gairin, 1908 Northern C

Class 5: Ford Model T

1. Ron Foltz, 1922 Ford sedan
2. Emerson Fultz, 1921 Ford

Class 6: Ford Model A

1. Gary Hussar, 1930 Ford roadster
2. Domenic Fondale, 1930 Ford phaeton
3. Bob Myers, 1928 Ford phaeton

Class 7: Trucks, Commercial, Military

1. Dan Rhodes, 1953 Chevy 3100 pickup
2. James Gosnell, 1967 Ford F100
3. Anthony J. Crookston, 1954 International

Class 8: Corvettes 1953-1967

1. Bob Myers, 1963 Corvette
2. Ron Matthews, 1964 Corvette
3. Jerry Prah, 1956 Corvette

Class 9: Corvettes 1968-1991

1. Larry & Sharon Wingert, 1976 Corvette
2. Mike Kochilla, 1974 Corvette
3. Robert Miller, 1974 Corvette convertible

Class 10: Chevrolet 1946-1960

1. David Mangan, 1967 Chevelle
2. Dick Speelman, 1956 Bel Air
3. Rober McMeeken, 1962 Impala SS

Class 11: Chevrolet 1961-1991

1. Denton Hicks, 1968 Chevelle
2. Gary Dominski, 1978 Camaro

Class 12: Chevrolet Corvair

1. Jeffrey Louis, 1963 Corvair
2. Jason DeMoss, 1963 Corvair Monza
3. Richard Juenemann, 1963 Corvair Monza

Class 13: Ford Thunderbird

1. Gerard Bartasavich, 1957 Thunderbird
2. Greg Hackett, 1957 Thunderbird
3. Nancy Hank, 1956 Thunderbird

Class 14: Ford Mustang

1. Joseph McGuier, 1965 Mustang
2. James Caslow, 1989 Mustang LX
3. John Ferek, 1965 Mustang

Class 15: Sports Cars through 1958

1. John Rindfuss, 1965 Sunbeam Tiger
2. Nancy Eisenhart, 1957 Austin Healey
3. Lee Kohanski, 1952 MG TD

Class 16: Sports Cars 1959-1972

1. Larry Sears, 1957 MGA roadster
2. Malcolm Cooke, 1960 MGA 1600
3. John Schindler, 1971 Jaguar XKE 2+2

Class 17: Sports Cars 1973-1991

1. Frank Vitale, 1985 Porsche 944
2. David & Diane Gardner, 1991 Alfa Romeo
3. Dominic Perri, 1973 Jaguar XKE 2+2

Class 18: Production 1916-1932

1. Bob Atkinson, 1926 Buick 47
2. Dwight Tschantz, 1932 Ford sedan
3. Michael Muzila, 1931 Chevrolet roadster

Class 19: Production 1933-1950

1. Richard Tashjian, 1933 Ford
2. Reid & Terri Firestone, 1941 Ford sedan
3. David Speas, 1938 DeSoto S5

Class 20: Production 1951-1955

1. Norman Abston, 1954 Mercury Sun Valley
2. William D'Aiuto, 1951 Lincoln
3. Keith Enoch, 1955 Willys Aero

Class 21: Production 1956-1960

1. Dick Wilk, 1956 Ford convertible
2. Thomas Priebe, 1957 Buick convertible
3. Robert Barbero, 1960 Jaguar Mk II

Class 22: Production 1961-1965

1. Bob Kopachko, 1962 Chevrolet Bel Air
2. Mark Tilson, 1964 Pontiac Catalina
3. Asa Sharp, 1962 Plymouth Savoy

Class 23: Production 1966-1968

1. David Smith, 1967 Dodge Charger
2. Steve Wojnarowski, 1967 Chevrolet Impala
3. Kurt Riecken, 1968 Buick Riviera

Class 24: Production 1969-1972

1. John Brinzo, 1970 Dodge Challenger
2. Bill Mulh Jr., 1972 Ford Gran Torino
3. Carolyn Dennis, 1972 Oldsmobile Cutlass

Class 25: Production 1973-1979

1. David Montgomery, 1976 Trans Am
2. Jim Cantion, 1973 Buick Riviera
3. Mark Lammlein, 1973 Buick Riviera

Class 26: Production, 1980-1991

1. George Madej, 1985 Buick Riviera
2. George Uhler, 1989 Isuzu Impulse
3. Sancia Buffa, 1988 Mercedes 560SL

Class 27a: Muscle Cars 1964-1967

1. Ron Buffa, 1965 Pontiac GTO
1. Gary Kumerow, 1967 Pontiac GTO
2. Louis Falcone, 1965 Pontiac GTO
3. Victor Viglucci, 1966 Chevelle

Class 27b: Muscle Cars 1968-1972

1. Tom Schoonover, 1968 Camaro
2. Rick Shuba, 1969 Chevelle
3. Steve Geiger, 1970 Chevelle SS454

Class 28: Microcars through 1991

1. Paul & Carol Neidert, 1959 BMW Isetta
2. Tom Schlitz, 1958 Fiat 500 Nuova
3. Lou Tull, 1957 BMW Isetta

Special Awards

Hagerty Youth Judges' Choice

Lou Tull, 1967 BMW Isetta Taxi

Jack Trefney Memorial Award

Scott Isquick, 1925 Rolls-Royce Piccadilly

John Addams Memorial Award

David Gano, 1931 Cadillac 452A

Participants' Choice Award

Bob Myers, 1928 Ford Model A

Judges' Choice Award

James Scharfeld, 1930 Packard Phaeton



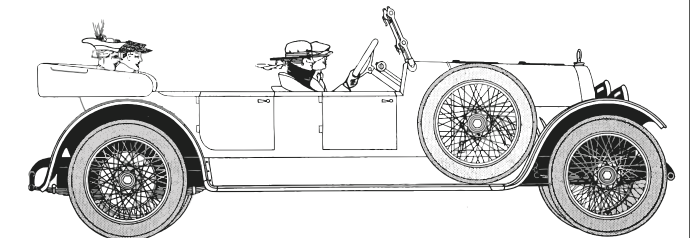
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