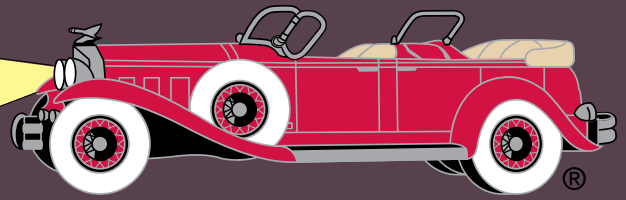


# Northern Lights

The Ohio Region  
Classic Car Club of America



## Winter 2020

## Packard's Wondrous *Twin Six*



ALSO...

- *Fall Driving Tour*
- *ORCCCA Annual Meeting*
- *Stan Hywet Prep*
- *Starter System Sorting*
- *Photography Tips*

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## In Memoriam: David B. Polson

By Matt Harwood

I first met Dave Polson in 1983 when I was 13 years old. He came to our house to get my father’s 1925 Buick running in time for a local tour. He’d been sent by our friend, Lee Wolff, who had first hired Dave as a maintenance man in one of his hotels. It didn’t take long for Dave’s aptitude for all things mechanical to become apparent, and he soon graduated to servicing and restoring antique cars, including Sey Rosenblatt’s collection and several cars that would appear on the podium at Pebble Beach. Later in his career, he was easily the best logistics and transport person in the hobby.

Seeing the ease with which he disassembled, diagnosed, and solved that Buick’s problems in an hour or two was awe-inspiring and I immediately asked if I could work for him just to learn—I spent a summer at his shop in Old Brooklyn working for free and absorbing knowledge like a sponge. That was the beginning of our 35-year acquaintanceship.

I say *acquaintanceship* only because there were times when I felt like his friend and others when I felt like a stranger. I came to accept that was just how he was. He was a loner by choice and I suspect that it was because he had difficulty with people who couldn’t keep up with him, which was almost everybody. His mind was razor sharp—*like his wit*—and he was often the last resort after every other mechanic had tried and failed to solve a problem. As far as I know, Dave never faced a mechanical problem he could not solve and any time someone told me that Dave Polson had restored or serviced their car I knew it would be right, no questions asked.

Those of you who knew Dave well probably understand the word *taciturn*. While he could be difficult at times, he was also talented enough to set his own standards: either you met them and you had a successful relationship, or you didn’t and he moved on. It was alternately frustrating and admirable, depending on which side of that fence you lived. But there was no denying that he was incredibly gifted and fantastically dedicated to our hobby. He didn’t make mistakes and he didn’t waste your time—if he said he would deliver a car at 2:30, he would be there at 2:30, not 2:29 and not 2:31. I think someone as shockingly good as Dave at the things he did is entitled to be a bit eccentric and it only increased my admiration of him as a professional. And I genuinely liked him, despite his best efforts to discourage me.

Dave passed away in October at age 60. His friends know who they are, and I will always remember he taught me that in order to be the best, you also have to be uncompromising. 🚗

## 2020 Event Calendar

- |                    |   |
|--------------------|---|
| <b>March 24-28</b> | CCCA Annual Meeting<br>(Valley Forge, PA)           |
| <b>May 9</b>       | Stan Hywet Judging Seminar<br>(Harwood Motors)      |
| <b>May 31</b>      | Garden Party & Tour<br>(David Schultz)              |
| <b>June 21</b>     | Stan Hywet Car Show                                 |
| <b>June 24-28</b>  | Salem Tour & Grand Classic<br>(Dave Johnson)        |
| <b>July 4</b>      | Columbia Station Car Show<br>(Heinrichs & Truelson) |



Anyone know why Truelson hates shrubbery so much?

National Dues are \$80, 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](http://www.ClassicCarClub.org) for more information or contact Kathleen Fink, Ohio Region Membership Chairperson.

# EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

Are we going too far? I am continually reminded just how absurdly high the standards for antique and Classic cars are and I wondered how we got there and just how absurd it all seems when you really think about it. A gentleman recently called on a 1967 Corvette I have for sale, a car which has won every major award such a car can win and which has been restored to a level well beyond anything General Motors could achieve in the 1960s. It has been vetted (no pun intended) by experts at the highest levels and found to be exceptional and accurate in every single way that matters. Made-up and fake cars do not reach this level simply because by the time they do, so many expert eyes have traveled over them that any irregularities have already been spotted. Nevertheless, this interested party asked if it had also been examined and certified by some other organization represented by yet another group of initials. I had not heard of this organization, so he informed me that they use a database of photos of stamping pads from other Corvette engines to be sure the serial numbers have not been re-stamped (AKA faked). This is useful because, of course, "matching numbers" is so critical to a Corvette's pedigree (as well as a growing number of other cars, which is another area of ever-increasing lunacy).

The mere existence of such an organization struck me as esoterica run amok, a situation that practically demands that a car shed its utilitarian roots and become something else. It also made me think about just how fragile the whole situation is. After all, this car was restored at great expense by one of the leading Corvette shops in the country. It has competed at multiple levels with three different certifying clubs each with their own standards. Experts from all parts of the Corvette world had examined the car in excruciating detail. And the result is that they found it to be correct in every way and gave it their highest awards. My heart sank at the idea that we've reached the point where we need experts to double-check the work of experts in order to keep values going up. You're surely not going to *drive* such a precious car after paying all these experts to examine it, are you?

Then I wondered if it even really mattered. I mean, if experts can't tell the difference, *is there really any difference at all?*

Few other hobbies insist on the level of perfection that has become commonplace in the collector car world—restoring antique furniture to like-new condition, for example, is a great way to destroy its value, not add more. In the car world, even "like new" is no longer acceptable at the highest levels. The current standard is, essentially, "perfection," and that includes what they call *provenance* (a term I hate, but I lack a better one). At the very top of our hobby, the cars are not as they were when they were new; they're as they could have been if factories were full of expert artisans with state-of-the-art tools and materials, where workers enjoyed an infinite amount of time to complete their tasks. And on top of that, we expect the

cars must have led lives that always protected them from damage or from having too many owners or even the simple indignity of replacement parts.

I acknowledge that custom coachbuilders were astoundingly talented and that high-end automobiles were quite beautifully built. However, the people behind those cars still understood that they were merely machines designed for only a moment in time, not permanence and certainly not perfection. Within the first mile of being driven, an automobile ceases being perfect and meets its destiny as transportation.

I suppose it was inevitable that we would reach this point. As prices go up, so do expectations and the only way to separate the good from the great was to make perfection the benchmark. And perfection not only encompasses physical condition, but also history and pedigree—if such things are even knowable.

Yes, I certainly understand *why* these things are important and that great cars are great because they combine all these factors. Condition and pedigree are separate things, of course, but they converge at the very top of the market and at that point, I think these cars we love stop being cars. Despite their obvious beauty, that makes me very sad.

Ostensibly, collectors at the highest levels will argue that they are "preserving" history. I don't entirely agree, because these cars were *never* as good as they are today. But I think it's worse that we strip them of their very purpose for existing in the first place—they *are meant to be driven!* We steal that from them by turning them into semi-static art and we deny them their place in history by turning them into things they never were and were never meant to be.

I think a lot of this is driven by a furious desire to see ever-increasing values (turning a hobby into a profit center is another thing that troubles me, but that's a different topic for a different day). What is value? What makes one car "better" than another. After a certain point—such as with that Corvette—it requires a bit of faith, very much like the faith that we all exercise when we pull those ornate little pieces of paper out of our wallets and exchange them for durable goods. That piece of paper didn't require \$100 worth of materials and labor to create, but we treat it as if it does. *That's faith.* And I think we're doing the same thing to our cars.

When is it OK for a car to just be a car instead of an "investment?" When will people let them do their jobs instead of expecting them to be far more than they ever were? How much ridiculousness do we need to pretend we don't notice in order to maintain the illusion?

I honestly don't know. But it sure takes the fun out of it.



# BACK SEAT DRIVER

Riley Harwood, *Editor-At-Large*

## Safety Precautions for Driving Your Classic Car in Snowy Weather

If you are driving your antique car in winter, always have antifreeze. If you don't have antifreeze, then don't drive your car. This is extremely important.

You should always have warm clothes. If you are going on a long-distance trip, have a coat on at all times. If you are driving a car from the 1910s to the 1940s, bring a coat always because they will most likely not have heaters. There might not be insulation because it may have rotted over time.

The salt will deteriorate the bottom of your car, so have a good bottom or be prepared for repair costs.

Don't trust an old car in the winter because if you get stranded it will get cold and it might take a really long time for a tow truck to arrive.

Old tires will not have friction with the ice so you may slide uncontrollably.

Most of the antique cars don't have automated windshield wipers. That means you can't just press a button and they move. You might have to manually do it. If enough snow builds up, your wipers might not work.

The final thing you will need is a car that you can trust, fully. But we know that's not always going to happen so pack blankets, hot cocoa, and a whole bucket of hope! 🚗



EVENT: ORCCCA ANNUAL MEETING  
**BUSINESS TIME**

**Amazing weather in November and a great way to end the year!**

Photos By Rich Fink



*Jim Keller's rare 1942 Packard 160 convertible*



*Jerry & Jean Gentner's 1937 Cadillac*



*Fantastic turn-out for the Annual Meeting!*



*Bob Brown's 1941 Cadillac 60 Special*



*Great meal and great company*



*Margus Sweigard, Jim Keller, Dave Heinrichs, and Matt Harwood*

## 2019 Ohio Region Classic Car Club of America Awards

**Bill Snyder Memorial Award**

*(Given to the best member's Full Classic at the Stan Hywet Father's Day Car Show, awarded at Stan Hywet)*

**Bill Tecco, 1933 Buick 88C**

**W.W. Williams Achievement Trophy**

*(Given to the person who contributed the most to the Club over the past year)*

**Dave Heinrichs**

**Good Joe Award**

*(Given in recognition of a good deed or act of kindness towards another club member—Dave worked tirelessly in support of George and Marjorie Strom to make sure their Pierce-Arrow would be part of the 2019 Inner Circle at Stan Hywet)*

**Dave Heinrichs**

**Northern Lights Award**

*(Given in recognition of the best article in the Northern Lights written by a regional member)*

**Matt Harwood**

**Byowski Trophy**

*(Most improved member's Full Classic with work done by the owner)*

**Matt Harwood, 1941 Buick Limited 90L**

**Rodway Trophy**

*(Most improved member's Full Classic with work done by a professional)*

**Allan Truelson, 1930 Cadillac Club Sedan**

**ORCCCA Touring Trophy**

*(Given to the member who has driven his or her Full Classic the most miles in the past year)*

**The Harwood Family, 1710 miles**

**Board of Managers Trophy**

*(Given to the member(s) who have earned the most participation points in the past year)*

**Matt Harwood, 375 points**

**ORCCCA Members Earning 100+ Participation Points**

**Vicki Sweigard  
 Dave Heinrichs  
 Bob Brown  
 Margus Sweigard  
 Norm Cangey  
 Allan Truelson  
 Diane Truelson  
 Melanie Harwood**

**Howard Davies Award**

*(Given to the outgoing director in appreciation of their leadership during their term in office)*

**N/A**

**Board Members Completing 3-Year Term on the Board:**

**Rich Fink  
 Margus Sweigard  
 Bobby Girardi  
 Dave Heinrichs**

EVENT: ORCCA FALL DRIVING TOUR

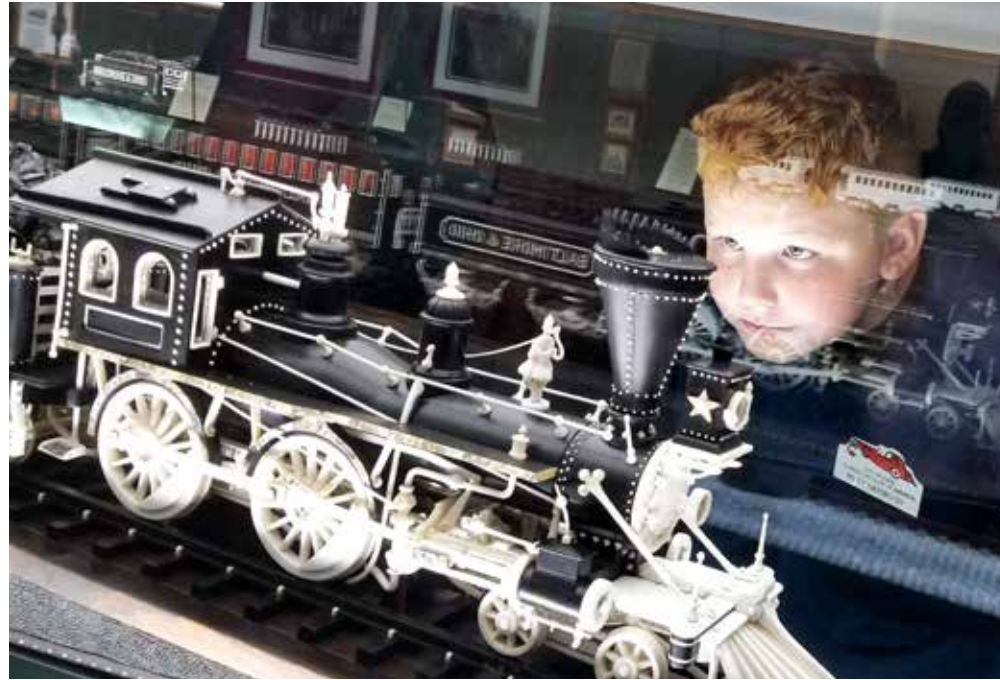
# RAIN? WHAT RAIN?

The final driving event of the season was not for the faint-of-heart

By Melanie Harwood

At some point last summer I got a call from our director, Al Truelson, asking me if there was any way I could put together a fall driving tour. Someone else was supposed to coordinate one but they weren't going to see it through. Matt and I had attended a terrific event put on by the 36-38 Buick Club in June and one of our stops was The Ernest Warther Museum & Gardens in Dover, OH. I hoped to take ORCCA to visit the museum at some point, so I decided to make it our destination for the Fall Drive.

But what to do for lunch? I wanted something deliciously memorable, so I started looking at the map to find something in between our starting point and our destination. Located along our path I found *The Crush House* at Gervasi Vineyard. The menu looked great, the location was fun, we would be able to walk around and enjoy the vineyard... or not, because it wound up RAINING ALL DAY! However, we did enjoy a terrific lunch in our own, private dining area. I'm looking forward to going back there to try more of the menu soon. If you didn't join us that day, I encourage you to try them out. Maybe we can head back there on another drive some time.



The late Ernest "Mooney" Warther carving a scale locomotive in his workshop

How would I find time to make up a fun driving tour when I had to work every day? Creating events is more than just where to start and where to end. There is the in-between to come up with, too. I always enjoy venturing out to find an interesting route to take on one of our trips but this time I wasn't going to have the availability to do anything exciting so I focused on the destination and figured the drive would be whatever it was. It turned out that it didn't matter how pretty the fall drive wound up, because as I mentioned, it RAINED ALL DAY. All we saw while driving was rain and windshield wipers, as small as those little antique versions are. We enjoyed a safe, easy drive from Harwood Motors to lunch in Canton, and then on to the museum in Dover.

Arriving at the museum we were greeted by our tour guide who escorted us through the museum, answering all our questions along the way. It is hard to explain just how remarkable the carvings are. If you have some time, visit [www.thewarthermuseum.com](http://www.thewarthermuseum.com) to get an idea of what we had the opportunity to see.

I would like to thank everyone who participated that day. Coming up with ideas for events and implementing them certainly takes a lot of work. It is something I personally enjoy, but only when people actually come out to participate. Coordinating an event can be intimidating but I really encourage you to try it if you haven't before. There are great ideas out there, we want to hear them! Send an email to [events@orcca.com](mailto:events@orcca.com) if you have something in mind—I'm always happy to help!

Visit [www.ORCCA.com](http://www.ORCCA.com) today!



Michael Schott's all-original 1932 Packard 900



Jerry & Jean Gentner's 1937 Cadillac



Al Truelson's 1941 Packard 160 with Gentner's Cadillac



The Harwood Family, with Melanie at the wheel, drove this bright 1939 Cadillac 60 Special



Just part of the Warther Museum's extraordinary display of steam railroading history carved entirely from wood!



Frieda Warther's button collection is housed in the Warther family home, now part of the museum



Scale model of the steel mill where Mooney worked



Another example of Mooney Warther's extraordinary talent. Even the bell ropes draped through their loops are carved from ivory!

# TAKE THE SHOT

**A few simple tips can help anyone take great photos!**

Text and photos by Matt Harwood

You spent the day detailing your car and it has never looked better. You decide to capture the results, so you find a spot with lots of pretty trees and mottled shadows that look dramatic on the shiny paint. You pull out your phone to capture the image, looking forward to sending it to family and friends, maybe post it online somewhere to show off your handiwork.

When you see the photos later, they're not at all what you expected. The background is busy and there's a tree trunk growing out of the roof. The distinctive grille is too dark to see but you have to squint against the brightness of the rear fenders. And the paint has spots like a leopard! What happened?

You're the victim of both poor photography choices and the limits of cell phone cameras. But don't worry, the first is easy to fix and makes the camera far less important.

I will admit that I'm not a professional photographer, but I do take a lot of photos in all kinds of environments. Some are ideal for photography and some are downright horrible. I've learned how to make the best of each situation and have found that even my cell phone can take pretty nice shots (in fact, about 80% of the images I use in "Northern Lights" are shot with a cell phone).

The single most important aspect of taking a good photo is lighting. At Harwood Motors, we take photos in a studio with carefully controlled lighting, but in the real world that's just not possible. Most rookie photographers figure that bright sunlight is the best possible choice. How could it not be—after all, the car looks awesome glittering in the driveway! The sun is both your best friend and your worst enemy, so learn to use it to your advantage. The best way to do that is simply to shoot with the **sun behind you**. Just do that and you'll get better results almost instantly. Pay attention to the shadows and highlights on your car and remember that your camera isn't as good as your eye at filling



*Lots of sun, blue sky, beautiful fall colors in the background, and, well, sometimes it still doesn't add up to a great photo. Deep shadows are often the result of too much sun and can spoil any shot.*

in details in dark areas. Don't be afraid to move yourself or the car to keep the sun at your back. Also try different times of day—the first and last hours of daylight can make for pretty spectacular lighting. Professional photographers call it the "magic hour."

Alternatively, skip the sun altogether. I've found that overcast days provide ideal lighting with no harsh shadows and good color duplication. If the car is the star of the shot, this is a great way to make sure it stands out without any tricks of light.

For detail shots like interiors and engine bays, always shoot those in the shade or even indoors. Natural light is often sufficient, but I often use the flash to augment the ambient light and eliminate shadows. The flash pulls out more detail and there won't be dark areas hiding all over the image.

Finally, choose your background carefully. I often have to work with what I have wherever I'm shooting, but I try to keep the background in the distance or at least uninteresting. Signs, phone poles, power lines, parked cars, and stray trees can really wreck a shot. A background doesn't need to be featureless to work well, just try choose one that doesn't steal the spotlight from the star of the show: your car.

Oh, and one other tip: *always shoot in landscape mode*. Don't hold your cell phone vertically and expect to get a great photo. That's real amateur work.

The accompanying photos are all unedited so you can see where I got it right and where I didn't. Most were taken with my cell phone or an inexpensive consumer-grade digital camera. In fact, my cell phone takes such good shots that I don't really use my expensive camera except in the studio.

So go out and experiment and have fun—in the digital world, there's no limit to how many shots you can take so you can only get better! 🚗



*Sometimes an overcast day and a plain wall can be a photographer's best friends. No harsh shadows, no dark areas, and consistent color levels let your car be the star of the photo, not the lighting or background.*



*Direct sunlight isn't necessarily a bad thing as long as you use the light to your advantage. Don't be afraid to frequently reposition the car to take advantage of the sun's angle and minimize shadows. Details stand out without looking over-exposed.*



*Get it wrong, however, and the sun creates more problems than it solves. Hot spots (white highlights where the sun overwhelms the camera filter), deep shadows, and inconsistent colors are the result. Logo on the building and yellow posts are distracting, too.*



Photo 1



Photo 2



Photo 3

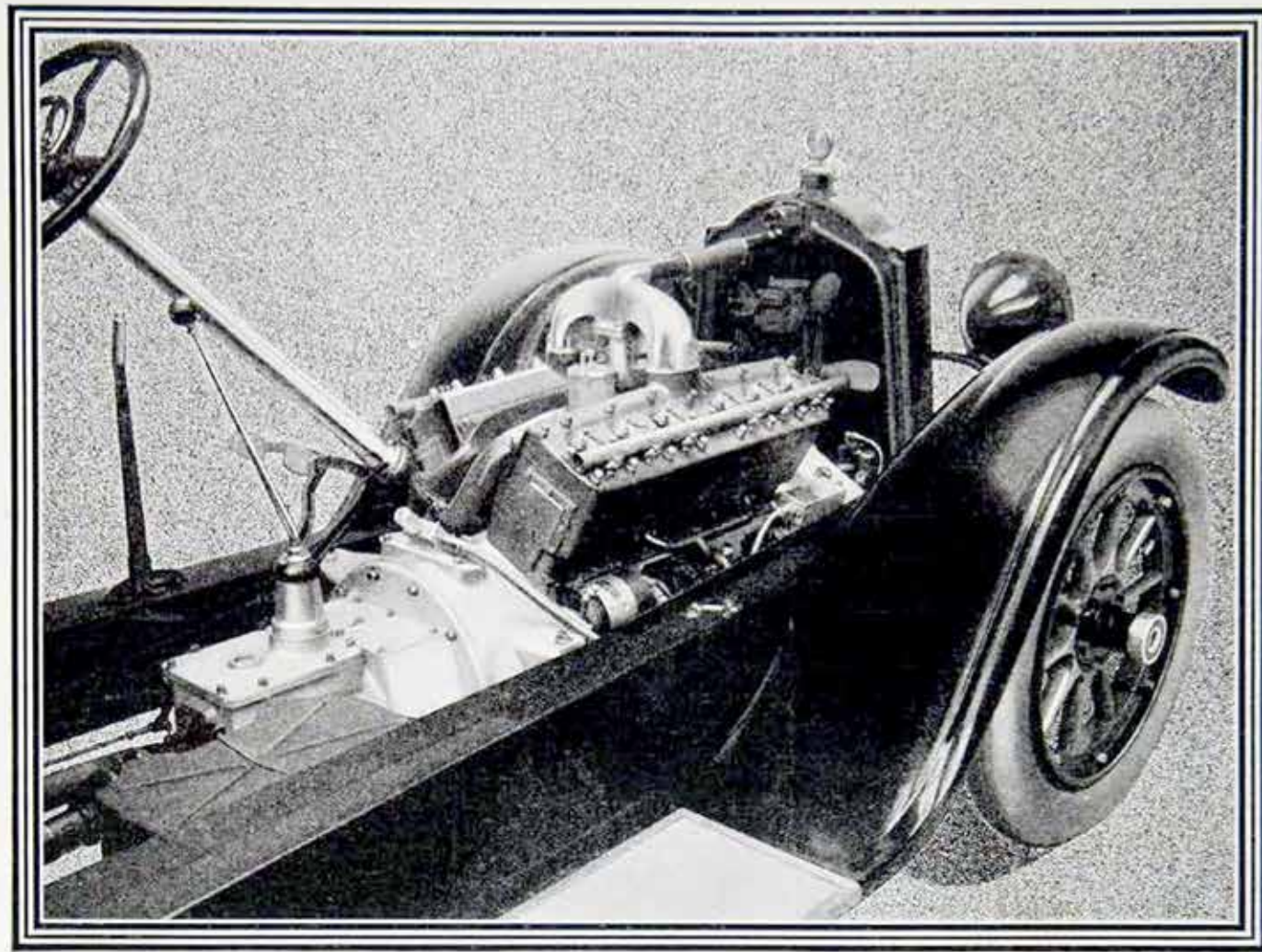
*Bright sunlight also seems like a good idea for interior shots, but it's actually terrible. **Photo 1** shows harsh shadows (including the photographer) and too much contrast, which hides details. **Photo 2** shows how an overcast day can make nice, even light, but in an interior there are still dark corners. **Photo 3** shows the difference your camera's on-board flash can make.*



*Engine bays are like interiors with lots of nooks and crannies where sunlight can't go. The same rules apply here as they do with interior shots.*



*Background, light, shadow, and angle—get everything right and the results can be truly spectacular. I took this late afternoon photo in a parking lot with my cell phone.*



*Twenty thousand owners call it a perfected mechanism—the Packard Twin Six power plant*



**I**WIN SIX QUALITY is revealed when you lift the hood. Clean, symmetrical lines give a true picture of simple and sound design. That outward beauty of Packard workmanship is a symbol of intrinsic worth. Every detail a hall-mark of Packard performance — smoothness of action, range of ability, economy of tires and low cost of upkeep.

Owners call the Twin Six the embodiment of eager power under perfect control. Its war-time utility is expressed in terms of transportation — first-class travel over any road.

*Ask the man who owns one*

**PACKARD MOTOR CAR COMPANY, Detroit**

## FEATURE: 1918 PACKARD 3-35 7-PASSENGER TOURING **CLASSIC DEFINIED**

**Packard set the standard for multi-cylinder luxury with the incredible Twin Six**

By Matt Harwood  
Photos by Stephon Chhan

**I**n the early years of motoring, the cars were primitive but so were the roads. Pavement was rare and high-speed interstate travel was still decades away. Nevertheless, motorcars evolved quickly and luxury was defined not by features and amenities, but by size and power. In those early days, the only way to make more power was to simply make bigger engines, and those bigger engines needed bigger chassis to carry them. It's why there's such a huge chasm between the humble 20 horsepower Model T and massive road locomotives like this 1918 Packard 3-35 Twin Six touring. More power necessitated more car, and the rapidly developing improvements in performance were perhaps the earliest evidence that horsepower is the ultimate luxury.

The Twin Six was developed in the quest for more sophistication, not simply more power. There were already massive 6-cylinder engines from Pierce-Arrow and Peerless that could deliver the grunt, but with pistons as big as paint cans banging around, they were still somewhat crude. Cadillac was preparing a V8, which was already causing the luxury automakers to re-think their future plans. Colonel Jesse Vincent, Packard's chief



*Packard's largest car was the 3-35 7-Passenger touring*

engineer, realized that more pistons would endow the Twin Six with the same performance with less weight in the reciprocating assembly, and therefore it could provide greater smoothness than its six-cylinder rivals. And he was right, because the 424 cubic inch V12 in this mammoth touring car sounds and feels far more sophisticated than most of its contemporaries and may even rival luxury cars of the '30s in terms of smoothness and torque. It's an astounding achievement for the period.

This handsome Third Series Twin Six has a fantastic story to tell, with a known ownership history dating back more than 70 years. It has never been fully disassembled for restoration, but rather used and maintained the way the best cars tend to be, keeping it at the peak of mechanical fitness and ready to be used at a moment's notice. It has been in the McAnlis family since 1972, and has served as a preferred tour vehicle that traveled around the Great Lakes region on tours and was a familiar sight on dozens of tours throughout the '70s and '80s. It is also noteworthy that it carried



*McAnlis Twin Six looking quite sporting sometime in the late '70s*

*continued on page 14*

**Defined (continued)**

astronaut John Glenn during a homecoming parade during his bid for the US Senate in 1972—his autograph can still be found in the owner's manual.

Repainted once, perhaps in the 1950s, it has a fantastic look with a soft patina that isn't deteriorated, but simply the result of aging gracefully. By taking a stroll around this centenarian, you can see the quality of the work and the care it has received over the past half-century. Few of its peers can showcase their history in such a grand fashion. Black fenders and hood complement the deep burgundy bodywork, although there's no disguising the



*Moto-Meter recalls connection between Liberty aircraft engines and the Packard V12*

car's massive size, which sits on an enormous 135-inch wheelbase (hence the 3-35 designation, which is for Third Series, 135-inch wheelbase; a 125-inch wheelbase was also available). You can already see the features that would become so familiar later in the Classic Era, including cowl lights (as well as running lights built into the headlamps), an accessory rear windshield, and, of course, Packard's familiar grille and that long, long hood. It's imposing from any angle and I can't quite decide whether I prefer it top-up or top-down. Either way, it's a very handsome car.

By 1918 the era of high-maintenance brass trim was

over, so there are some brightly plated details but for the most part, the trim on this Packard is painted black, including the radiator, headlight rings, windshield, and even the door handles, giving the big touring car a very serious look. You could add more bright trim, but I don't think it would make the car look any better. Note details like the Boyce Moto-Meter which features a biplane on its face, perhaps linking to Packard's experience with Liberty aircraft engines (which were surely influenced by the Twin Six, seeing as they were both designed by Jesse Vincent). There's also a side-mounted trunk that's quite handy for spares and tools, and we find the form-follows-function look rather appealing. Twin spares out back balance the car's mass quite well and there's an accessory STOP light in the center of the spare tire rack, along with auxiliary marker lights that function as both stop lights and turn signals for safe touring.



*Accessory umbrella holder is neatly built into the rear armrest area*

McAnlis freshened the interior sometime in the 1970s using correct-looking black leatherette on the seats, but it's worth noting that the door panels, front seat back, and jump seats are 100% original—that's right, it's 102-year-old leather! The driver's compartment uses Packard's familiar cast aluminum floor with heavy-duty "battleship" linoleum on top, while the rear compartment is carpeted and yes, I suppose the color is very much vintage 1972 or so. A massive wood-rimmed steering wheel makes the giant Packard remarkably easy to handle (this car was frequently driven by Mrs. McAnlis as a parade vehicle, which speaks highly of its user-friendly nature) and the controls are arrayed in a familiar way, so it doesn't take much acclimation to drive the Twin Six. A full array of gauges monitors the engine, with an auxiliary temperature gauge added

to the left of the steering column, perhaps because the Moto-Meter is just too far away to see clearly—it's *waaaay out there!* You may also be wondering about the additional knobs, including the large red one in the center of the dash—that's for the Borg-Warner overdrive unit that was installed in the 1970s for improved high-speed touring. The system is 100% mechanical and has proven its reliability in over 20,000 miles of touring. Delco supplied the electrical systems for Packard in 1918, but those of you with sharp eyes might also spot an updated Bosch voltage regulator, another addition that makes this car a reliable touring partner. According to McAnlis, the 73,000 miles showing on the odometer is a correct reading, with his family being responsible for more than 30,000 of those miles.

Rear seat space is massive, as you'd expect. The jump seats are probably best saved for children or short trips, but for two or three adults, this is first-class travel from the early 20th century. An accessory rear windshield makes travel especially pleasant, and it folds down when not in use to give the car a sleek profile. The top has been replaced at some point since it's just too nice to be 100 years old, but it looks quite correct and remains in excellent condition, although folding it is a 2-man affair. The car also includes a rear tonneau cover giving you the ability to tailor the car's amenities to the passengers, from two to seven. New side curtains were made when the top was replaced, and they store neatly under the rear seat and use irons that are cleverly hidden in a compartment on the left rear panel in the rear seat area, while an umbrella is stored on the right. There is also a proper top boot for the top when it's in the down position, giving the car a rather rakish profile.



*Packard's helm is lovely red mahogany with traditional spark and throttle controls*



*Front seat controls feel familiar*

The magnificent 424 cubic inch V12 engine is a marvel of nickel-era engineering. The early Twin Sixes did not offer removable heads, but the Third Series has a familiar design and specification, making it robust, reliable, and easy to service. This car carries its original engine which has been rebuilt, including new pistons, and runs superbly. It has been properly detailed in Packard Green engine enamel with a massive cast aluminum crankcase and removable cylinder blocks, as was typical of the period. Dual ignition systems fire the engine if it were two inline-6s and a centrally-mounted carburetor hangs under the cast aluminum water inlet manifold that feeds the radiator up front. Generator, water pump, and starter are located down low on the passenger's side. You'll note a set of 1-inch spacers that move the carburetor away from the exhaust manifolds, as well as a set of heat shields in the valley of the V, all in an effort to stave off the vapor lock that seems to be endemic to these cars when running modern fuels. Combined with an electric fuel pump, these efforts seem quite effective as this is one Twin Six that doesn't mind parades and low-speed work on hot days.

Sure, it's a little grumpy when you first start it but the engine note is far more sophisticated and polished than you would expect. There's no blatting clatter of big pistons and low compression, just a smooth hum and a pleasing burble from the tailpipe, both very much like you'd expect from, say, a 1934 Packard Twelve. There's effortless torque at virtually any speed and performance exceeds just about anything else of the era; downshifting is superfluous unless you're at a dead stop. It does have an unsynchronized 3-speed transmission, so you'll need to make sure you give it a quick double-clutch between gears, and the Packard doesn't like to be rushed.

With the overdrive engaged, it will cruise comfortably at 50-55 MPH, although you should always

*continued on page 18*





**1918 Packard 3-35 Twin Six 7-Passenger Touring**  
Owner: Dr. John G. McAnlis

**Defined (continued)**

bear in mind that the external contracting brakes are on the rear wheels only. The overdrive itself is so neatly integrated that it looks like it was installed by the factory, and the incredibly heavy-duty parts used throughout speak to Packard's quality. The finned aluminum oil pan looks big enough for a semi-truck and there's a stainless steel exhaust system with a hushed tone that's just right. You'll note a modern electric fuel pump, which is how the car is currently running, but the complete air-pressure fuel delivery system is intact and simply disconnected, although McAnlis claims he has never felt the need given how well the electric pump seems to work. In back, tube shocks have been installed to help improve ride and handling, but again, the original recoil-style shocks are still in place with their canvas straps. The 25-inch wooden wheels were restored recently and look bright against the burgundy bodywork with their matching pinstripes. Blackwall tires are the right choice, giving this Twin Six a purposeful and restrained look.



*Magnificent 424 cubic inch "Twin Six" engine was far ahead of its time (note the heat shields and spacers added by the owner to fight vapor lock)*

Now that all Twin Sixes are CCCA Full Classics, this Packard can join any CARavan without worries that primitive performance will hold you back. Featuring all the characteristics we cherish in the later Full Classics, it remains a worthy road car that lives up to its reputation. Perhaps Jesse Vincent had it right when he realized that improving performance was only one part of the equation—sophistication is what would set Packard apart from its peers. Just hearing this car run will convince you that a Twin Six is a very special car indeed.



*Rear seat area includes two folding jump seats as well as a folding rear windscreen (below)*



## **SPECIFICATIONS**

<b>Year:</b>	1918
<b>Make:</b>	Packard
<b>Model:</b>	3-35 7-Passenger Touring
<b>Original Price:</b>	\$3850
<b>Engine:</b>	424 cubic inch V12
<b>Horsepower:</b>	88
<b>Torque:</b>	260 lb.-ft. (estimated)
<b>Transmission:</b>	3-speed manual + overdrive
<b>Final Drive:</b>	4.36
<b>Wheelbase:</b>	135 inches
<b>Curb Weight:</b>	4485 pounds
<b>Brakes:</b>	Mechanical 2-wheel drum
<b>Wheels:</b>	25-inch wood-spoke wheels
<b>Tires:</b>	35x5 Universal blackwall

## **Col. Jesse G. Vincent America's Master Motor Builder**

If there's one person who should receive credit for the greatness that is a pre-war Packard, it is Jesse Gurney Vincent. With an education limited to correspondence courses and no formal training in engineering, he was one of those mechanically-oriented people who just seemed to know how things worked. Fortunately, the simultaneous birth of the auto industry allowed him to put his talents to use, creating some of the most spectacular and memorable cars ever created.

Born in 1880 in Charleston, Arkansas, Jesse came by his mechanical acumen honestly. His maternal grandfather was the head of railroad design for the Union Army during the Civil War, and at a very young age he displayed a ready aptitude for all things mechanical. There are stories of him running his own blacksmith shop at age 10 and by age 20, he could claim a large stack of patents for business machines with Burroughs, Inc., where he was a tool designer. Burroughs moved to Detroit in 1903 and it was only a matter of time before the automobile captured Jesse's imagination. Finally, in 1910, he joined the industry in earnest, becoming Hudson's chief engineer.

But Jesse's real claim to fame was the Packard Motor Car Company, which he joined in 1912. Contrary to popular belief, he was not immediately named Packard's chief engineer, but he did manage to make significant improvements to Packard's six-cylinder engines in his first few months on the job. Jesse was instrumental in convincing Packard management to develop the Twin Six as a response to Cadillac's upcoming V8, a turn of events that was none too palatable for Packard's then-current chief engineer, Sydney Waldron, who wanted Packard to stay with 6-cylinder engines. Frustrated, Waldron left Packard for Cadillac shortly before the Twin Six was introduced, and by 1915 Jesse was in charge of Packard's engineering team.

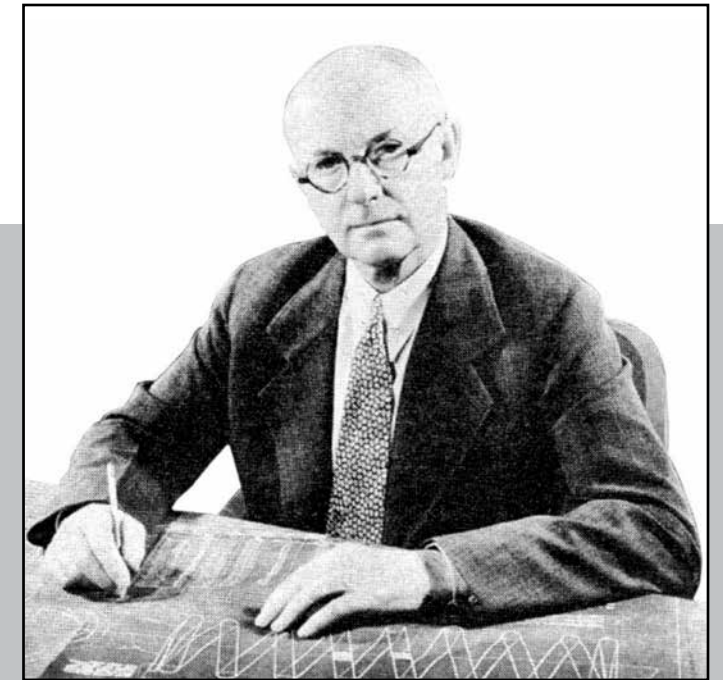
There's some debate as to how significantly the Packard Twin Six inspired the Liberty aircraft engine, but it seems clear that Jesse's knowledge was quite useful in its creation—working with Elbert J. Hall, the team developed the Liberty V12 in *just five days!* Commissioned as a major in the US Army Signal Corps, Jesse also helped develop the Army's engine development program, assisted by none other than Howard Marmon.

A minor scandal hit during his tenure in the Army, as Jesse was accused of redirecting federal funds to Packard (in which he was a significant stockholder) while working on the Liberty program. He was never indicted nor prosecuted yet Woodrow Wilson pardoned him, and he was honorably discharged from the Army as a full colonel. Regardless, he never received the Distinguished Service Medal, an honor for which he had been repeatedly recommended.

Returning to Packard after the war, Jesse worked to develop a new inline-6 as well as a straight-8 engine—an industry first—which debuted in 1924. By 1929, Packard's legendary straight-8s were the envy of the industry and even competitors like Pierce-Arrow and Peerless (the other two of the Three P's) reluctantly dropped their sixes in order to keep pace with Packard. Of course, Jesse was not content to rest on his laurels and developed a brand new Twin Six, which was introduced in 1932. This new V12 would power the biggest, most expensive, and most luxurious custom-bodied Packards of the 1930s, and while other automakers would respond with their own multi-cylinder powerplants, few could match Packard's combination of power, refinement, and durability.

Jesse used the Packard Proving Grounds outside of Detroit to give his hardware real-world stress tests, constantly striving to improve quality. Packard was also a significant part of building the Rolls Royce Merlin aircraft engine during World War II, as Rolls-Royce engineers determined that only Packard had the necessary expertise and precision to manufacture the engines. A remarkable 60,000 Merlins came out of Packard's Detroit factories, most of which were used to power the P-51 Mustang and Spitfire fighter planes, as well as the Hurricane and Lancaster bombers.

Jesse Vincent passed away in April, 1962 at the age of 82, living long enough to see Packard's fortunes rise and fall, and finally its ignominious finish in 1958. Today there is a plaque at the Packard Proving Grounds historical site and museum honoring him as "America's Master Motor Builder."



*-Matt Harwood*

# TECH: SORTING YOUR CAR, PART 1

## A GOOD START

Making a good car *right* can be both challenging *and* rewarding

By Matt Harwood

One of the most critical yet neglected parts of any restoration is what I call “*sorting*.” *Sorting* is taking a car that is ostensibly complete and operational and making it work *correctly*. If that sounds like a rose by any other name, please let me elaborate.

Towards the end of any restoration at any shop in the world, the guy writing the checks will walk in and see what appears to be a completed car. He’ll naturally believe the car is finally finished and ready to go. The guys in the shop will say, “*Not so fast, there’s still a lot to do!*” Sometimes the owner will listen and let them finish the job (the *sorting* part), but my experience suggests that more often than not, he’ll just say, “Close enough. I’m taking it home.”

Technically, yes, the car runs and drives. It’ll climb a trailer ramp and drive on to the show field and—*most of the time*—it’ll even make it up to the podium. But we’ve all seen a freshly restored six- or seven-figure car sitting crippled on the lawn with a team of mechanics crawling all over it desperately trying to make it run at the last minute.

That car has been *restored*, but not *sorted*.

*Sorting* means making the car run and drive like it was designed to run and drive. Not “good enough” or “it’ll get on the trailer,” but **just like it did when it was new**. No Full Classic automaker built a car that overheated in traffic or was hard to start or didn’t stop properly. Our goal should be to make the cars operate the way they were when they were new, even though there are always people eager to make excuses (i.e. “*They all did that back then.*”). If you ask professional restorers, they will tell you that *sorting* a car is often the most challenging part of the restoration process and if you want it done right, that last 10% of the job can often cost as much as the first 50%.

Personally, I have found that making a car operate correctly is a very rewarding process, both in the garage and out on the road. *Sorting* your car will give you confidence to drive great distances because you have already laid hands on all the things that can break. Your car will be a joy to drive because it will work the way the engineers intended. A sorted car starts easily hot or cold, accelerates cleanly at any speed, tracks straight, stops confidently, and always gets you home. It’s a car that needs no excuses where the rubber meets the road.

This will be the first installment in a series of articles designed to help you attack the functionality of your starting, cooling, fuel, and ignition systems. You’re going to get dirty, you’re going to spend quite a bit of money, but when you’re done, you’re going to have a car that you can trust under any



circumstances. Sound good? Let’s begin!

The very first thing I do when I get a new-to-me old car is tune up the electrical system and more specifically, the starting system. I have yet to acquire an old car of any kind that started properly when it came off the trailer. Hard starts, no start when hot, soft battery, and other frustrations are normal with old cars—*or are they?*

When faced with a hard start situation, most home mechanics will install a new battery. They’re often surprised when it doesn’t help. If they have jumper cables, they’ll throw them on there and sometimes all that additional amperage forces the car to start. Failing that, many car guys simply assume that 6-volt systems were always problematic and that’s why automakers switched to 12 volts. That’s 100% false, but how many of you have purchased old cars with 8-volt batteries already installed?



Typical old car battery cable. Time for a replacement.

When they were new, all cars with 6-volt electrical systems started reliably, hot or cold, regardless of the weather. They didn’t struggle, they didn’t need a jump, and they fired easily. But the electrical system, like the fuel and cooling systems, needs to be clean and in top condition to do its job. Age takes a toll even on electrical components.

My first step is to *charge the battery fully* and perform a load test on it. That way I can diagnose the other parts in the system and eliminate the battery as a potential issue. With a

strong battery, I can see if generator output is adequate and I will know whether the starter is healthy when it cranks.

Step two is to carefully examine and likely replace the battery cables, which are especially critical on a 6-volt car. If your battery cables are smaller than your thumb, **replace them**. If the insulation is damaged or there’s evidence of overheating, **replace them**. If you have *any concerns at all* about the condition of the battery cables, **replace them**. Battery cables are not expensive and are the single biggest improvement you can make to your starting system. It is not uncommon for amateurs to install 12-volt battery cables on a 6-volt car simply because that’s what is available at the local parts store. Those people don’t understand how electricity works. According to Ohm’s Law where Voltage (V) = Current (I) x Resistance (R), lower voltages need more current to do a given amount of work. Also note that because current travels along the outer surface of a conductor, you need more surface area to move more current at lower voltages. *Smaller cables = less surface area = more resistance = less current available to do work*. This is why big cables are better than small cables and why stranded cables are better than solid. Resistance is the reason undersized wires get hot and fail. It’s like a hose trying to pass a given amount of water—the smaller the hose, the higher the pressure and eventually the hose will burst.



Heavy-gauge battery cables are a **MUST** on 6-volt electrical systems (check out the awesome flexibility on these cables made by Certified Auto Electric)

You can buy big 0 or 00 (aught or double-aught) cable at most automotive electrical shops, welding supply stores, and mail-order places like Rhode Island Wiring Service will make you custom battery cables in any length you want. I’m lucky that Certified Auto Electric is a few miles away from my shop and they make beautiful silicone-covered cables that are not only plenty big but also incredibly flexible. So that’s step two: *upgrade your battery cables*. Of course, it goes without saying that all your electrical connections, including ground connections, should be clean, bare metal before you install any new cables.

In many cases, a strong battery and big cables will be enough to start your car fairly reliably. Plenty of current is flowing, the battery is healthy, and the starter should turn

under most circumstances. But heat is still the enemy—as temperature goes up so does electrical resistance, both in the cables and in the starter itself. You know what generates a lot of heat in an electric motor? *Resistance*. You’ve got a big hit of current flowing TO the starter, complements of your new battery cables, but to do actual work electricity has to *move* from power to ground. Resistance inhibits current moving through a device and you lose energy as heat instead of doing work (i.e. turning the starter). To use the hose analogy again, if you’re using a 1-inch hose on the input side, but your output side is only a 1/2-inch hose, that bottleneck is going to waste a lot of energy as the water fights its way out.

Given that information, step three is to *improve your grounds* in order to provide the current an easier path to follow both to and *from* the device it’s powering. Most guys get the *TO* part right (bigger cables) but forget that electricity has to move in order to do work; as a result, the *FROM* part is every bit as critical.



All ground points must be bright, clean metal before installing your new battery cables.

Automotive starters are typically grounded directly through their housings, which are bolted to an engine block or bellhousing, which is in turn bolted to the chassis somehow. When your car was new and all the metal was clean and fresh, there was probably an adequate ground path. Decades later? *Meh*. Grease, rust, paint, and dirt have surely accumulated on the various parts, which interferes with the flow of current. Many frames are riveted and that means separate parts that are only connected to one another by the surface area of those rivets, which doesn’t provide much of a path for big current. If your car has been restored, it’s likely that the restorer applied a thicker layer of paint than the factory would have, both on the frame and the engine, which looks great but isn’t ideal for conducting electricity.

To improve the ground path, clean all the starter’s various contact points to bare metal. If you feel ambitious, remove the starter and really clean all the mounting points and flanges. No paint, no dirt, just bright, shiny metal. When you reinstall it, use a light layer of dielectric grease to keep the contact points clean and keep water out.

Still, if the engine is the ground path and it’s sitting in rubber engine mounts in a painted frame, clean grounds may not be sufficient. I always add a second and maybe even a third

**START (continued)**

ground cable between the engine, frame, and starter motor. You can't have too many grounds, so connect everything to everything else. The most important path is from the battery's ground to the starter housing—this gives the starter current a clear path back to ground. Since this cable is merely assisting the starter housing's ground, it doesn't really need to be 00 gauge (although there's no such thing as a battery cable that's too big). This is one place where the 12-volt parts store cables are usually OK to use. They come in various lengths and with different terminals, including bolt-on loops at both ends, which is useful. I am not a fan of woven ground straps, which can corrode without showing any signs of distress, thereby eliminating them from your troubleshooting process. I prefer to use cables whenever possible.



*If you have one of these on your car, get rid of it NOW!*



*Clean your starter mounting points carefully—this is your ground path. Note the rubber engine mount to the left of the starter.*



*Install another ground cable from the starter to a ground point as close to the battery ground as possible.*



*This is the switch you want. It'll handle 300 amps continuously and a whopping 2000 amps for 30 seconds. Costs \$50 and weighs a pound.*

On the starter itself, clean one of the mounting bolts or studs, as well as the starter housing around it, then attach your ground cable here and to the battery's ground. While you're at it, it doesn't hurt to add a ground from the engine block or head to the frame, and from the body to the frame, getting them all as close to the battery ground as possible. Clean all your mounting points to bright metal and seal with dielectric grease. Add all the grounds you want; they can't hurt and may actually help cure other problems in the car such as wonky gauges or a radio that doesn't tune very clearly.

***I cannot stress enough how important good grounds are!***

Perhaps you want to add a battery shut-off switch. Good idea! However, if you use one of those green knobs or blade-type shut-offs bolted to the battery terminal, just go ahead and throw your tools in the lake and take up gardening or something. They are *completely* inadequate for any automotive application, especially a 6-volt car. DO NOT USE THEM.

Instead, use a heavy-duty shut-off switch designed for just this purpose and make sure it's rated for the substantial current levels of a 6-volt system. There are light-duty switches rated at 35 or 50 amps, and there are some rated at 300 amps

continuous current and as much as 2000 amps intermittent (which is perfect for, say, a 6V starter). Guess which one you want? They may look similar, but they're not so check the specs. *Buy the big expensive one*, which should cost about \$50, not \$13.

It doesn't really matter which side of the battery is switched—I have always felt safer disabling the hot side rather than the ground so that an errant wrench doesn't accidentally cause a short. But you can put it on the ground side if that's more convenient from an installation standpoint. Be sure to locate the switch somewhere that is easy to reach—you don't want to have to remove the front seat every time you need to turn off the battery.

If you still have trouble with something like a big cubic inch brass engine or a high-compression V8, then maybe you should upgrade your battery. My 1929 Cadillac starts easily on a single 6V Optima with 800 cold cranking amps (CCA). My 1941 Buick is perfectly happy with an original-style long, skinny Group 3EH which has something like 550 CCA. My Lincoln K has 414 cubic inches of V12 to crank and it gets hot, so I went with dual Optimas in parallel, which together kick out *1600 cold cranking amps @ 6V*—there is just no way for that sucker to NOT start, regardless of how hot it gets (the

photos below show two Optima batteries installed in parallel).

With all this new equipment in place and bright, shiny, clean grounds, your engine *will* crank. However, if you're still having starting problems after sorting out your power and grounds, you're going to have to dig deeper. Your next step is to investigate the starter motor itself—worn starter bushings are common and can lead to hard starts even if the starter seems otherwise functional. There are myriad starter rebuilders out there (including the guys at Certified Auto Electric right here in Bedford, Ohio), and having your starter in top condition is the final piece of the puzzle. Fresh bushings, a strong Bendix, and clean windings inside will ensure that your starter is in top form. It may cost \$400-500 to have it rebuilt properly, but you'll never hesitate again when hitting the starter button.

If all that fails to correct a cranking problem, you probably have bigger issues to solve and you're not merely sorting anymore. That's beyond the scope of this article.

Again, the bottom line is to address the *entire system* front to back and spend the money to get the right components to make everything work its best. Do it correctly and you will never have to think about it again.

In the next issue we'll discuss sorting the cooling system and working to keep things chill no matter what. 🚗



*Two Optimas in parallel = 1600 cold cranking amps. This setup will start a diesel bulldozer in Antarctica. Note the large 0-gauge battery cables and built-in battery tender pigtail, which I rounted somewhere discreet but easy to reach.*



**Useful Stuff:**

**Certified Auto Electric**  
225 Northfield Rd.  
Bedford, OH 44146  
Phone: 440-439-1100  
Email: tech@6Vto12V.com  
www.6Vto12V.com

**Rhode Island Wiring Service**  
Phone: 401-789-1955  
E-mail: tech@riwire.com  
www.RIWire.com

<b>Fastronix 300A switch</b>	Part no. 303-004	\$49.99
<b>Optima 6V battery</b>	Part no. 8010-044	\$187.99

## UPCOMING EVENT: 2020 STAN HYWET FATHER'S DAY CAR SHOW

# THE ROARING '20s

### Start getting ready now for ORCCCA's biggest event!

By Melanie Harwood

Father's day arrives late this year, so the annual Stan Hywet Father's Day Car show will take place on Sunday, June 21, 2020. Nevertheless, plans are already in full swing and as I write this in February we have more than 70 cars registered for the show. This year's theme is "The Roaring '20s" and the Inner Circle will feature Full Classics from the Prohibition Era.

Stan Hywet Hall is embracing the 1920s theme and will supply actors in period costumes acting like gangsters throughout the day. We are expecting as many as 500 cars this year, with a new class that adds vintage motorcycles to the usual list of entries. Of course, that's in addition to all the other things that will be going on, including live music, manor house tours, a kids' pedal car course, and much more. Most of you have been there and know what special event this really is. Here are a few things you can do to get your car ready, get involved with the show, and help your club make the show a success.

**1. VOLUNTEER!** The Stan Hywet Father's Day Car Show is staffed *entirely* by volunteers. Everyone you see parking cars, tabulating votes, judging classes, and working behind the scenes to make it run smoothly is a volunteer. This show doesn't happen on its own and there is always a HUGE need for bodies and minds who can pitch in and make things happen. Volunteering also has its perks, such as a free shirt, a free meal, and the gratitude of thousands of people who regard this as Northeast Ohio's premiere car show event. Seriously, it's



a big deal and you'll be thrilled by the outpouring of gratitude and respect that you'll get just by showing up and helping out.

What can you do to get involved? I'm glad you asked! A few jobs that always need volunteers include:

- **Parkers.** These are the folks who help all the show vehicles get to the right spot on the field safely and efficiently. Pretty much all you need to be able to do is read a number and point to a spot on the field where the car should park. Sometimes you'll need to help with backing up and centering a car. One of the single most important jobs at the show! Without our parkers, nothing else happens.

- **Judges.** Believe it or not, winning an award at the ORCCCA Stan Hywet Father's Day Car Show is a prestigious thing. Recipients cherish the awards and newcomers strive to win. That reflects well on the quality of the show as well as the quality of the judging. You've surely seen these dedicated teams of volunteers working tirelessly to help judge the cars throughout the day. It can be a demanding job but you don't need to be an expert, just familiar with cars and what we call "period correctness." Head Judge Bob Brown works hard to ensure that no single group of judges is overworked, so while this is a challenging job, it's not one that will take all your time at the show—you'll still be able to enjoy life as a spectator!

If you're unsure of your skills but are interested in becoming a judge or are simply eager to improve your knowledge, ORCCCA is hosting a **free judging seminar** on May 9 at the Harwood Motors showroom. This program is designed to get you up to speed on what you

Visit [www.ORCCCA.com](http://www.ORCCCA.com) today!

need to know to be an effective and knowledgeable judge at the Father's Day car show.

- **Support Staff.** There are literally dozens of jobs that need to be done before, during, and after the show. At the front gate, we often need assistance checking in car owners who may have forgotten their entry cards. You'll see several volunteers giving directions in the parking lot so that drivers can maneuver to the entrance and collect their entry packet. There's a group handing out entry packets that can always use some help. There are volunteers who help with Youth Judging (thanks, Bart!), answer questions, organize the lunch line, set up and stow the tables and chairs in the main tent, and help answer questions when they arise. If you'd like to volunteer, we can find a job for you that meets your abilities. In fact, we NEED you—*please step up and join the team in 2020!*



**2. BRING YOUR CAR!** Strange as it may seem, there are plenty of folks who own old cars who decide not to bring them to the show. We count on members like you to fill Classes 1, 2, and 3 with spectacular Full Classics—*these are the cars people come to see!* You'll note at the show that these cars attract a great deal of attention and it is the club's stated mission to share the knowledge of these wonderful automobiles with the public. Even if the forecast is dreary, we count on club members to show up and make this event great. This is your event, make your car part of it! Registration information can be found on **pages 29-30 of this issue.**

Please note that this year's *Inner Circle* features **Full Classics from the 1920s**, so if you have a car that you would like to display, please contact Inner Circle Coordinator Dave Heinrichs ASAP.

**3. BRING SOMEONE NEW!** Many of us take this hobby for granted—after all, doesn't *everyone* get to

ride around in old cars? If you have family members, a friend, a neighbor, a work buddy, and especially young people or kids who might enjoy the show, **BRING THEM WITH YOU!** Everyone is welcome and the thrill of riding onto the show field in an old car is something that few "civilians" get to enjoy. Share the experience with someone who may not have attended the show before. Don't worry, they'll have a great time, especially with all the extra activities going on all day around the Stan Hywet grounds. Introduce the hobby to someone who has expressed interest or with whom you enjoy spending time, and I bet you'll create a new hobbyist who will look forward to next year's show.

**4. DON'T WORRY ABOUT THE WEATHER!** Every year, people start watching the weather weeks before the show and deciding whether they'll attend. **Don't do that.** Show up no matter what the weather person

says. The Father's Day show goes on rain or shine, so you may as well be a part of it. No matter what kind of weather we get, there will still be more than 100 cars at the show and thousands of spectators. Give them something to see and make it worth their while to come to your event and support your club. We will still need volunteers and judges, and more hands makes less work for those who are braving the elements to

make the show a success. If the Century Cars class is consistently full of delicate 100-year-old brass cars even in the rain, there's no reason why your big, powerful, sophisticated Full Classic can't be there, too. Your car will survive and you might be surprised that you have a good time *despite* the weather, not because of it. Get in your car and drive!

**5. SPONSOR A CLASS!** There are dozens of sponsorship opportunities at the show. For a few dollars you can get your name or your business's name on a class, in the program, and mentioned repeatedly on the announcements throughout the day. It's an easy way to give the club a boost and get something great in return. Please contact Josie Adams, Sponsorship Chairperson for more details!

Why not make this the year you get involved behind the scenes at the Father's Day car show? It will be a lot of fun, I promise. See you there! 🚗

Email us: [NorthernLights@ORCCCA.com](mailto:NorthernLights@ORCCCA.com)



UPCOMING EVENT: SCENIC MINI-CARAVAN AND GRAND CLASSIC  
**A FULL CLASSIC WEEKEND**

Back by popular demand!

By David Johnson

Well it's back by popular demand, another Mini-CARavan and CCCA Grand Classic, sanctioned jointly by the Ohio and Michigan regions. This event is slated for **June 25th – June 28th** with host hotels located, once again, in historic Salem, Ohio and in nearby Columbiana, Ohio (just 15 minutes from Salem).

At the last Salem Classic Car event, back in July 2018, we had over seventy Full Classics registered from as far away as California and Texas and with participant ages of 12 years old to 92 years young! It was a spectacular four days of Classic car driving, visiting museums, and just joining in on the camaraderie of old and new friends, all of which we would like to replicate, albeit with one less day of CARavanning

This year's three-day Classic Car extravaganza begins on Thursday, June 25th at 5:30 PM with a cocktail reception at my carriage house, just minutes away from the host hotels. Dinner will follow at our home.

Friday morning, we will head west along back country roads into neighboring Stark County and to the village of Hartville, Ohio. There we will visit the magnificent Classic Car museum of Dan & Debbie Hanlon. Lunch will follow at a nearby as yet undisclosed special venue.

From there, we will drive to the Canton Classic Car Museum and to the classic car restoration shop next door. Then, we will drive back to our hotels for a little down time. Dinner that evening will be at the historic Spread Eagle Tavern in nearby Hanover, Ohio, a quaint, old "canal era" village with fabulous Federal period townhouses lining the main street.

Saturday morning, we will assemble our grand driving machines for the Grand Classic at the Salem Golf Club. The morning "line-up" will be along Highland Avenue in front of historic old homes where Classic Cars once parked, and then we will proceed to the Club "in parade fashion" with police escort. Best of all, Kathy & David Gano will be opening up their wonderful Highland Avenue carriage house



(and vintage Cadillac collection) for danishes and coffee beginning at 7:30 AM. You won't want to miss their carriage house and the flawless Classic Cadillacs which David Gano has largely restored himself.

I know all of this sounds like a lot is packed into three days—and *it is*—but you will find it is actually timed perfectly for taking in a great deal of "driving and seeing" in a relatively short span of time with top-shelf dining venues at every stop. And should anybody want to leave early from one or another venue, that's certainly an option. There will be maps and GPS coordinates for all sites.

Please register using the **registration form provided on page 27 of this issue** of "Northern Lights" or by contacting me at 330-831-8698 or by E-mail at [dwjohnson@summitville.com](mailto:dwjohnson@summitville.com). My assistant, Diana Pitts, is also available to take your registration request by phone at 330-223-1511 or E-mail at [dpitts@summitville.com](mailto:dpitts@summitville.com). Please do not delay in registering with one of the two hotels in Salem or in nearby Columbiana. Of course, you need to register your car separately with the CCCA Headquarters for the Grand Classic. You may come to either or both of the events.

We look forward to seeing you there!



**Scenic Ohio Mini-CARavan & Grand Classic**  
 June 25<sup>th</sup> thru 28<sup>th</sup> ~ 2020  
 Joint Ohio–Michigan Region CCCA Event

Accommodations

- Host Hotel #1:** Stables Inn & Suites at Timberlanes  
 548 E Pershing Street  
 Salem, Ohio 44460  
 PH: 234.567.4671  
 Ref: "CCCA" / \$115 – \$150, plus tax  
 (21 Rooms – held until 6/1/20)
- Host Hotel #2:** Dutch Village Inn (10 min from Salem)  
 150 East (Ohio Rte 14  
 Columbiana, OH 44406  
 PH: 866.482.5050  
 Ref: "CCCA" / \$135, plus tax  
 (20 Rooms – held until 6/1/20)
- Coordinator:** Dave Johnson  
 P. O. Box 73  
 Summitville, OH 43962  
 330.223.1511 (Office)  
 Diana Pitts – Personal Assistant  
[dpitts@summitville.com](mailto:dpitts@summitville.com)  
 330.831.8698 (DWJ cell)  
[dwwjohnson@summitville.com](mailto:dwwjohnson@summitville.com)

Sign Up

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City, State, Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Year/Make/Model Car:** \_\_\_\_\_

**Mini-Caravan:** \_\_\_\_ **Grand Classic:** \_\_\_\_ **Both:** \_\_\_\_

Schedule of Events

- Thursday, June 25, 2020**  
 5:30 PM Cocktail Reception – Johnson 'Carriage House'  
 7:00 PM Dinner – Johnson Home
- Friday, June 26, 2020**  
 8:30 AM – Country Drive to Hartville  
 10:00 AM – Tour Hanlon's *Classic Car* Museum  
 12:00 PM – Lunch TBD  
 2:00 PM – Tour Canton Classic Car Museum  
 6:00 PM – Dinner – Spread Eagle Tavern
- Saturday, June 27, 2020**  
 7:30 AM – Danish – Gano Garage Museum, Salem  
 9:00 AM – 3:00 PM – Grand Classic at Salem Golf Club  
 12:00 PM – Lunch at Club  
 6:30 PM – Cocktails & Awards Banquet – Club Ballroom
- Sunday, June 28, 2020**  
 Depart

Participation Fees

Registration Fee	#	\$50/ea.	\$	_____
Thursday Dinner	#	\$50/ea.	\$	_____
Friday Lunch	#	\$40/ea.	\$	_____
Friday Dinner	#	\$50/ea.	\$	_____
Saturday Lunch	#	\$25/ea.	\$	_____
Saturday Banquet	#	\$50/ea.	\$	_____
<b>Total</b>				\$

{Cash Bar Available at Each Venue}  
 Make Check Payable to: David W. Johnson  
 Mail to: P. O. Box 73, Summitville, OH 43962

-Register *Full Classic®* for GC separately with CCCA-  
 -Confirmation & Details Will Follow Registration-

**Scenic Country Roads, Four Auto Collections & A Grand Classic...**

There will be *one* day of caravanning through the back, rolling hills of scenic Columbiana County, Ohio...and neighboring Stark County...over course of three days, however, you will visit three (private) vintage automobile collections, plus the Canton Classic Car Museum and adjacent *Classic Car* restoration shop. Our meals will be "top shelf" at each venue {dressy casual for dinners}.

Our *Grand Classic* will be at the Salem Golf Club...on the course. GC participants need not have been on the Mini-CARavan – do one or the other...or both! Just make your intentions known in the sign-up section. Lunch during the GC will be available (with coupon) at the Clubhouse any time during the day. Cocktails and the Awards Banquet will be held at the Club later that evening. And, kids and/or grandkids are welcome!

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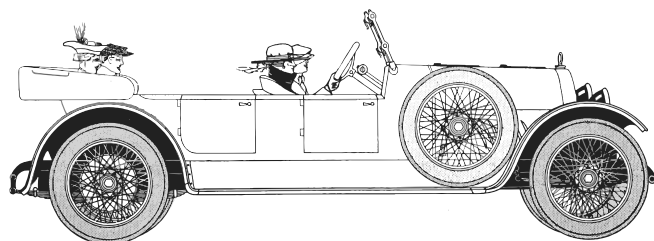


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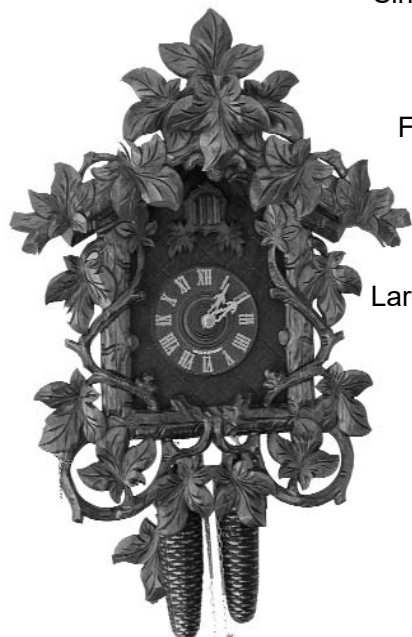
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**davidschultz.us@gmail.com**

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## Join us Sunday June 21, 2020 for the 63<sup>rd</sup> Annual Father's Day Car Show At Stan Hywet Hall & Gardens ~ 714 North Portage Path, Akron, Ohio 44303 Hosted by the Ohio Region Classic Car Club of America

This show is for **pre-registered vehicles only!** Don't miss the June 1<sup>st</sup> deadline.

◆Gates Open 9:00am ◆Show Field Closes to Entrants 11:00am ◆Judging Begins 11:30am ◆Awards 3:00pm

Due to safety considerations and a mandate from Stan Hywet, all vehicles are to remain on the show field until after the awards presentation. Stan Hywet Hall & Gardens reserves the right to cancel or postpone the show due to unsuitable field conditions or other public safety issues.  
**NO TENTS / UMBRELLAS ARE TO BE PLACED ON SHOW FIELD OR AROUND THE CARS** (yes, of course hand-held rain umbrellas are OK)

### NEW FOR 2020! Stock Antique Motorcycles will be added to our show!

Help us spread the word as we introduce our new class for **Production, Unmodified Motorcycles from 1985 and Earlier.** We also need new volunteers as judges and parkers so send a message to [events@orcca.com](mailto:events@orcca.com) if you are available to help.

### **\$24.00 registration includes admission for two ONLY if arriving with your vehicle.**

Registration is non-refundable. Show goes on rain or shine. If you do not bring a vehicle, you will need to purchase tickets at the gate. Extra passengers pay upon arrival. Adults: \$14.00 Non-Member, \$11.00 Member. Youth: \$6.00 Non-Member, \$5.00 Member. Kids 5 & under are free!

#### Your registration also includes:

- 2 adult admissions to the Car Show
- 2 complimentary Manor House self-guided tours (show day only) & access to the eight historic gardens
- Live entertainment in the courtyard
- Homes of Nature and Playgarden, a 5,000 square foot experience for children
- Kids' Pedal Car Course presented by Summit Racing Equipment
- Corbin Conservatory and Garden Under Glass
- Butterflies of North America sponsored by the J.M. Smucker Company
- Picturing the Past, a historic photograph perspective featured throughout the estate

#### **VEHICLE CLASS DETAILS** Entries must be received by June 1<sup>st</sup> Any registration received after June 1st will NOT BE ACCEPTED.

- |  |   |
|--|---|
| Class 1 CCCA Full Classics 1915 – 1930             | Class 15 Sports Cars through 1958                   |
| Class 2 CCCA Full Classics 1931 – 1939             | Class 16 Sports Cars 1959 - 1972                    |
| Class 3 CCCA Full Classics 1940 – 1948             | Class 17 Sports Cars 1973 -1995                     |
| Class 4 Century Vehicles 1920 and Earlier          | Class 18 Production 1916 - 1940                     |
| Class 5 Ford Model T                               | Class 19 Production 1941 - 1950                     |
| Class 6 Ford Model A                               | Class 20 Production 1951 - 1955                     |
| Class 7 Trucks, Commercial & Military through 1995 | Class 21 Production 1956 - 1960                     |
| Class 8 Corvettes, 1953 - 1967                     | Class 22 Production 1961 - 1965                     |
| Class 9 Corvettes, 1968 - 1995                     | Class 23 Production 1966 - 1970                     |
| Class 10 Chevrolet 1946 - 1965                     | Class 24 Production 1971 - 1975                     |
| Class 11 Chevrolet 1966 - 1995                     | Class 25 Production 1976 - 1980                     |
| Class 12 Chevrolet Corvair                         | Class 26 Production 1981 - 1995                     |
| Class 13 Ford Thunderbird through 1995             | Class 27 Production Stock Muscle Cars 1964 - 1972   |
| Class 14 Ford Mustang through 1995                 | Class 28 Preservation – Unrestored 1970 and Earlier |
|  | Class 29 Production Motorcycles 1985 and Earlier    |

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

**Any registration received after June 1st will not be accepted.**

**REGISTER NOW TO GUARANTEE YOURSELF A SPOT AT THE SHOW! REGISTRATION CLOSES JUNE 1<sup>ST</sup>**

We are pleased to offer two ways to register for our show:

1. Register online and pay by credit card by going to <https://carshow2020.eventbrite.com> any time before June 1<sup>st</sup>.
2. Register through the mail by sending this form along with your payment by check. **Must arrive by June 1<sup>st</sup>.**

→ → → **CONFIRMATION POSTCARDS WILL BE SENT OUT AFTER JUNE 1<sup>ST</sup> ♦♦DO NOT LOSE YOUR POSTCARD♦♦**

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

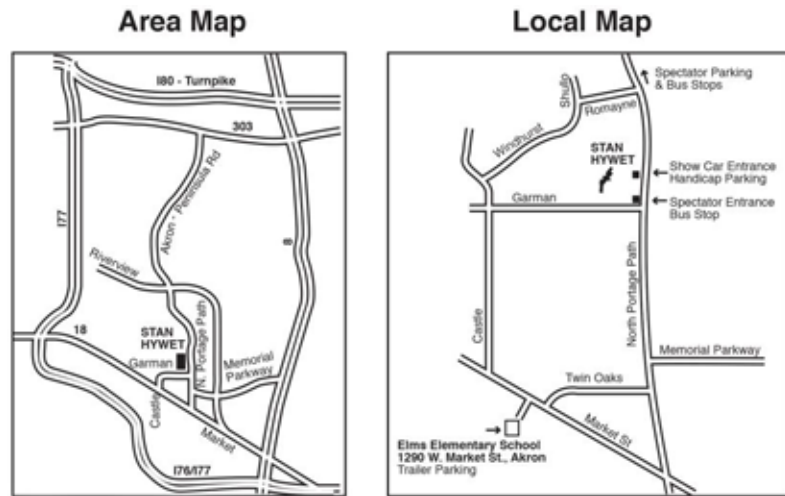
**VEHICLES ARRIVING WITHOUT THE CARD WILL BE ASKED TO PARK AND WAIT FOR ACCESS TO THE SHOW FIELD**

Questions regarding registration? Email [events@orcca.com](mailto:events@orcca.com) or call 440-482-0868 to leave a message.

We respond to emails daily and calls will be returned within 72 hours.

**There is NO TRAILER PARKING OR UNLOADING ON-SITE. Proceed to Our Lady of the Elms Elementary School at 1290 W Market Street to park your trailer and drive your show vehicle from there.**

*Parking Volunteers & Judges Needed!*  
 If you or anyone you know would be willing to help direct cars when they are parking, we want to hear from you! It is a great way to participate in the show even if you don't have a car to bring! High School students can get volunteer hours!  
 Email: [events@orcca.com](mailto:events@orcca.com)  
 Call: 440-482-0868 to leave a message.



✂ **REGISTRATION FORM - Please print legibly and complete the entire form. This form MUST BE RECEIVED by June 1<sup>st</sup>.**

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Car: Year \_\_\_\_\_ Make and Model \_\_\_\_\_ Class Number \_\_\_\_\_

Car Insured By \_\_\_\_\_ Policy Number \_\_\_\_\_ License Plate Number \_\_\_\_\_

Do you wish to have your car judged:  YES  NO Is this the first time you are showing a car at this show:  YES  NO

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

I AGREE TO KEEP MY CAR ON THE SHOW FIELD UNTIL THE AWARDS CEREMONY IS COMPLETE. I ACKNOWLEDGE THAT I FORFEIT MY ELIGIBILITY TO PARTICIPATE IN FUTURE SHOWS IF MY CAR LEAVES PRIOR TO BEING RELEASED AT THE END OF THE SHOW. I UNDERSTAND THAT CARS WITHOUT FIRE EXTINGUISHERS WILL BE DISQUALIFIED FROM JUDGING.

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

**Registration is \$24 per vehicle**

**Please send separate form and check for each car you register.**

**Make Checks Payable to ORCCA and mail to arrive no later than June 1<sup>st</sup> to:**

**ORCCA  
 P.O. Box 616  
 Twinsburg OH 44087**

\_\_\_\_\_  
 Volunteers and Judges needed! Check here if you are interested in helping and we will contact you directly with more details.

\_\_\_\_\_  
 Check here if you would allow us to use your car for Youth Judging. We will contact you directly if your car is selected.

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

# RESULTS



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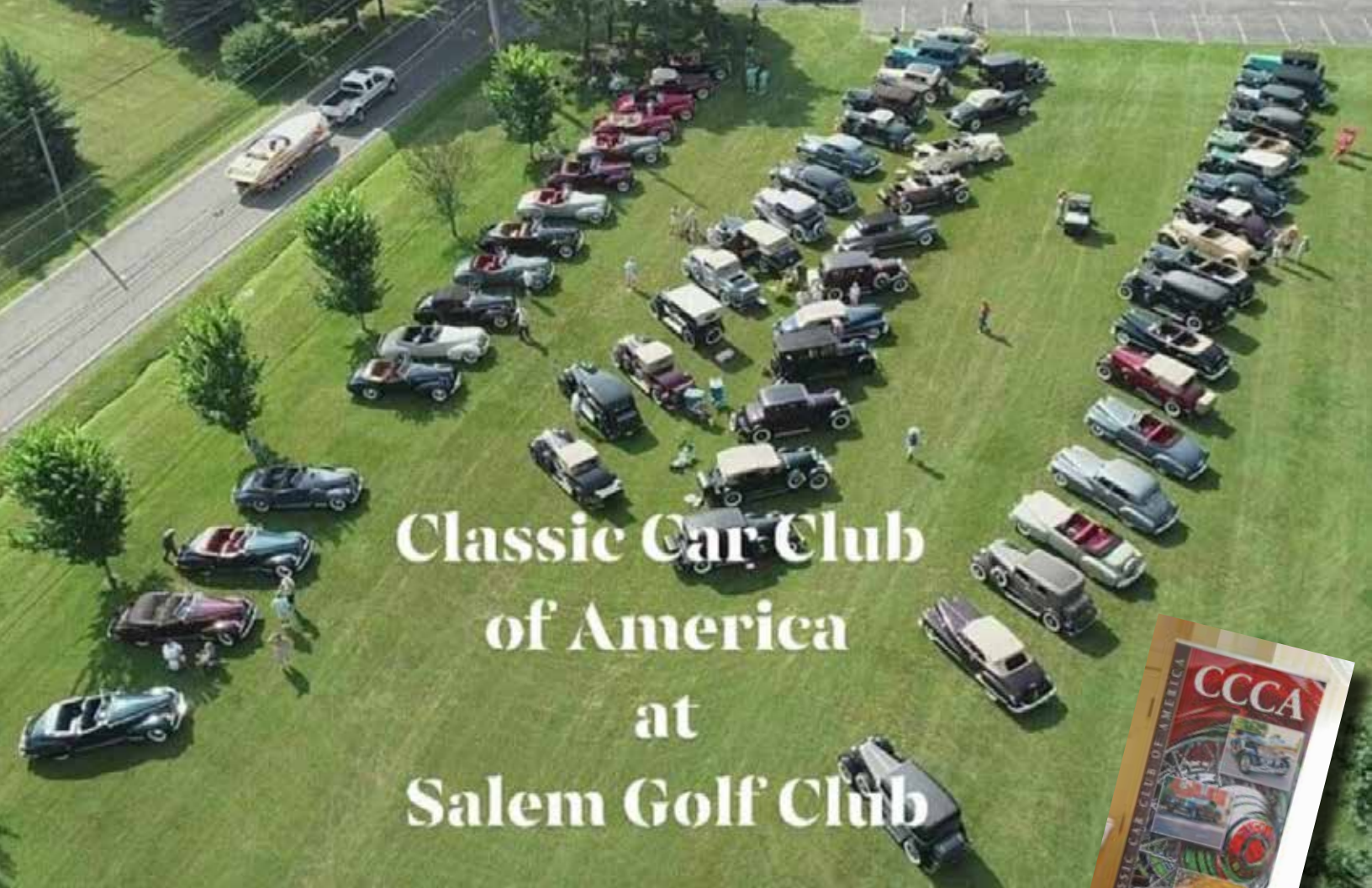


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