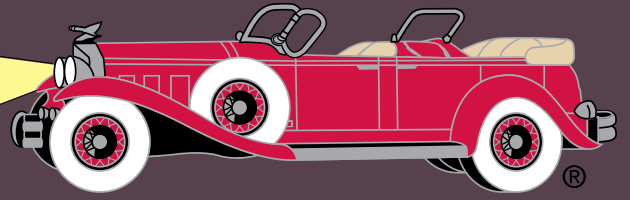


Northern Lights

The Ohio Region
Classic Car Club of America



2022: *THE YEAR IN REVIEW*



Margus Sweigard
Director
440-942-1647
margussweigard@gmail.com

John Jones
Assistant Director
216-375-9181
kitcatjn@cox.net

Al Truelson
Stan Hywet Committee Chair
216-299-0576
allantruelson@gmail.com

Kathleen "Kat" Fink
Membership Chair
440-384-3086
orcccamembership@gmail.com

Jim Keller
330-268-2958
kellerjim06@gmail.com

David Heinrichs
ORCCCA Head Judge
440-668-3763
HeinrichsVintageCarShop@gmail.com

Diane Truelson
Treasurer
440-552-9360
dianetruelson@gmail.com

Vicki Sweigard
Secretary
440-942-1647
vickisweigard@gmail.com

Chuck Loper
216-659-9641
chuck@proteinpartner.com

Christine Snyder
904-377-5897
crissybaby@nordecinc.com

Much appreciated Assistants to the Board:

Melanie Harwood, Stan Hywet Coordinator & Registrar
Matt Harwood, Editor, "Northern Lights" magazine, Stan Hywet Head Judge

Director's Message

By Margus Sweigard

Another year has come and gone. Things are getting back to normal after the mess of Covid. Some of our events were very well attended, some were not. Thank you to everybody who helped to plan an event. We have a good starting lineup for next year, but we are always looking for something new to do especially in the colder months. Please volunteer for an event if you can.

The highlight of the year was our Father's Day show at Stan Hywet. The weather was perfect, there were plenty of cars, and the crowd was large. Stan Hywet limited the online only spectator pre-sales to somewhere above 6,000. I think they could have sold many more. I did notice more children at the show, probably due to the online sales. Might be a good way to attract the next couple of generations to the show. What I missed at the show were our Full Classics. There were only 16 of them at the show this year. All of our Classics have wheels. It would be good to take our cars out and show them off. There is no better place than Stan Hywet to do so.

This *Northern Lights* magazine is a big job to produce. All of us need to be reporters and submit some stories. The stories can be about our cars, our events, or anything else of interest to our members. The editor needs to edit and get it ready for publication. The Editor should not have to do everything. It is *our* magazine. Let's all get more involved with it—it's easy!

Personally, I had a lot of fun with my Phaeton this year and did very well with it. I also finished my Convertible Coupe just in time for Hershey after working on it for 16 years. I drove it on a real road just 4 days before Hershey. You will see a lot of it in 2023.

As one year ends, a brand new one starts. Let's have a good one. 🚗



Upcoming Event Calendar

- March 18** Stan Hywet Judging Seminar (Harwood Motors)
- May 20** Stan Hywet Judging Seminar (Harwood Motors)
- May 21** Mother's Day mini-tour (Sweigards)
- June 18** Stan Hywet Car Show



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EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

And we're back! After a bit of a hiatus, I'm pleased to present another issue of "Northern Lights" for the Ohio Region CCCA. A big thank you to all the members who have contributed, including Christine Snyder, Margus and Vicki Sweigard, Dolf Kamper, and David Schultz. We've been struggling to find content over the past few years and we're grateful to the club members who have stepped up and written a little something for others to enjoy—as I've said many times, you don't need to be William Faulkner, just put together a few words on an event, a car, a tool, or work you've been doing on your own car and we'll put it in print and it'll look great! Snapping a few photos will make it even better!

The good news is that this issue shows you that the Ohio Region is a busy region. We have events almost every month, so if you're there, take some photos or some notes and share your thoughts with fellow members (just send photos and articles to me at northernlights@orcca.com). Here's a review of the awesome events we enjoyed in 2022:

February 12: Bonfire with the NEOBCA at Sweigard's. An annual event that gets more popular each year. Margus and Vicki Sweigard graciously burn down their back yard each winter and you're all invited to join them! This year it was co-attended by ORCCCA and the North East Ohio Buick Club of America (NEOBCA), and there was a strong turn-out. A great evening of cold weather, warm food, and pleasant company.

March 19: Stan Hywet Judging Seminar at Harwood Motors. Actually three seminars (November, March, and May), they're designed to help get Stan Hywet show judges on the same page to ensure consistency. It's a great opportunity to ask questions you might not have time to ask at the show and get some hands-on experience. Ideal for rookie and veteran judges alike, there's always something new to learn.

May 8: Mother's Day mini tour and picnic in the park. Coordinated by Kat Fink and Vicki Sweigard, an opportunity to get mom out of the house and to go have some fun with club friends. Focusing more on mom than the cars, it was a beautiful day to be out and about and to visit some beautiful stops in the Chagrin Falls area.

June 2-4: Mini CARavan to Auburn and Hickory Corners and CCCA Experience. With a drive coordinated by Christine Snyder, this weekend featured a great drive to Auburn, IN, a barbecue at the ACD Museum, and a weekend in Hickory Corners with tours of several prominent collections plus the CCCA Experience on Sunday. Christine really put together a great drive to Auburn, so if you have the chance to enjoy one of her events, don't hesitate!

June 19: Annual Stan Hywet Father's Day Car Show. The biggest event of the year for ORCCCA, our #1 fundraiser,

and the oldest car show in the country. 2022 celebrated 100 years of the Lincoln Motor Company, the Inner Circle featured Full Classic Lincolns while a second display highlighted Lincolns from the past 100 years. You really need to be there, you need to volunteer, you need to help make it a success. I promise you'll have a great time!

August 24: Stan Hywet Volunteer Appreciation BBQ. An after-work barbecue to thank all the great volunteers who helped make the Stan Hywet show such a success. Judges, parkers, tabulators, and all the other folks who make the show work are invited to enjoy a great meal and the eternal gratitude of the Ohio Region. Without our volunteers, the show just wouldn't work!

September 9-11: Kelleys Island Weekender. Another fantastic event coordinated by Christine Snyder (are you seeing a pattern here?). Three days of easy driving, great cars, fantastic scenery, and tour stops that are unique to Lake Erie's Kelleys Island. Why weren't you there?

September 25: Joint picnic and trip to Lake Farmpark with the NEOBCA. A little soggy, but a few hardy members showed up with their Classic cars. That's the spirit of the club—*get out and drive!* There are surely more joint events in our future, so it makes sense to come out and start getting acquainted with fellow old car enthusiasts.

October 16: ORCCCA Clambake. Hosted by Jim and Nancy Scharfeld at their home in Avon Lake, Ohio, we had a wonderful turn out of both members and spectacular Full Classics. A beautiful 70-degree mid-October day in Cleveland was practically a miracle and it was one of the last opportunities those of us in northeast Ohio might have to drive our old cars. Oh, and the clams and chicken were pretty darned good, too!

November 13: ORCCCA Annual Meeting. A great meal and annual awards ceremony. New board members are sworn in, so if you're wondering what's going on with the club and how to get involved, this is a great opportunity to find out!

December 4: Holiday Party. Alcohol, food, baked goods, friends, and holiday cheer. Need we say more? 🚗



BACK SEAT DRIVER

Riley Harwood, *Editor-At-Large*

Tips for having your car judged at Stan Hywet

When judging cars, to start off, your car should be all original at Stan Hywet. The list of criteria are: undercarriage, chrome and trim, engine, paint, and interior. The car should be a factory color not something you made up yourself. You can't have a 1948 Buick that's hot pink. The car does not have to be completely perfect but if you want a chance at winning you should be confident in the car's condition.

In my experience with judging, people sometimes over-estimate the quality of their cars and how correct it is. Some of the things I deduct points for are missing hood ornament, headlights or taillights not working, paint that has chips or rust spots, and the interior not being well maintained. If a car wants to win, it has to have correct colors, it can't be modified, everything has to work, the interior has to be clean with no rips, and the wheels should



Judging in the rain can be challenging

be the same as they were when the car was new. I also check for good workmanship. I make sure the engine is not modified but if you're putting a car up for judging at Stan Hywet you know it shouldn't be modified. The car should be pristine and have all the right components. I learned from my dad that hose clamps should be correct and that's a little thing that not everybody notices. Make sure the padding under your hood isn't torn and falling apart.

I also judge original, unrestored cars which is a lot harder. Being a little scruffy is OK and I look to see how much care the car has received over the years. It's easier to change parts than to maintain what's there but for an original car that's important. The

cars don't have to be perfect but they should be correct just like a restored car. It should have the right parts. Small details like painting over rust isn't necessary if you have an all original car. The newer the car, the less impressive original condition can be because the car isn't as old and hasn't lived as long.

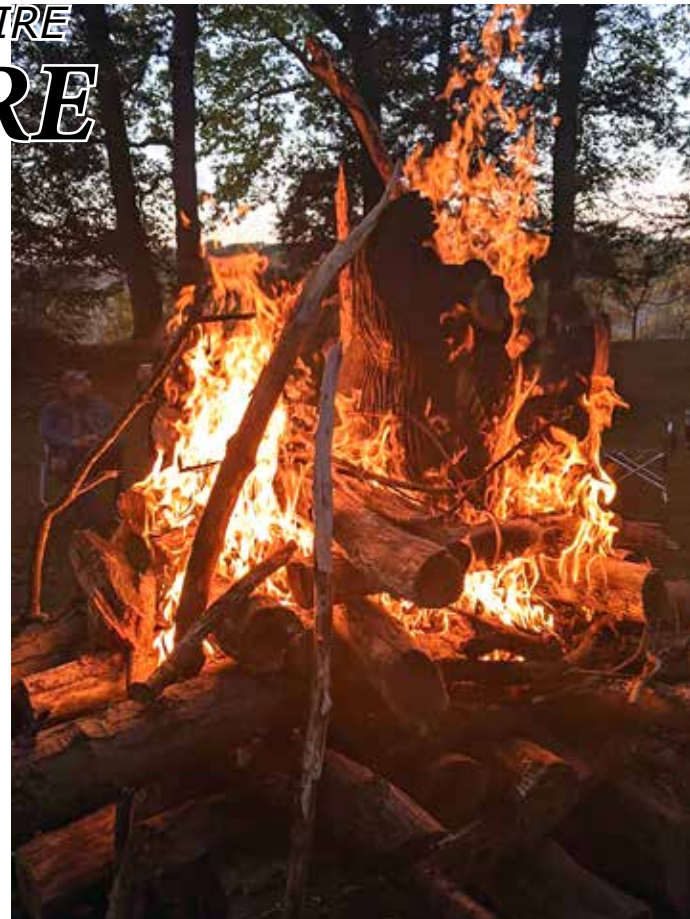
The important thing to remember when getting your car judged is that modified cars don't qualify and your car should be well taken care of. If you want to win make sure it is as close to original condition as you can get, that will give you the best chance of winning. Good luck and may the best car win! 🚗



EVENT: ORCCCA & NEOBCA BONFIRE
JOINT VENTURE

**Kicking off the new year with
a, uh, bang**

Photos By Rich Fink and Richard Morton



EVENT: ORCCCA FATHER'S DAY CAR SHOW JUDGING SEMINARS
TUNE UP

**Whether a veteran or a first-time
judge, a few lessons can only help**

By Matt Harwood

After assuming the head judge position for the annual Stan Hywet Father's Day Car Show, I quickly realized that there's already a vast amount of knowledge and experience in our judges. There were enthusiasts with decades of experience, either with a single marque or a broad array of subjects, and I wanted to make sure all that knowledge was put to good use. But as experience has shown us, that knowledge can be applied in different ways, leading to different outcomes. With the annual Stan Hywet Father's Day car show being exclusively for stock, unmodified cars, we felt it was a good idea to offer seminars to get all our volunteer judges on the same page.

The seminars are casual and offer two lessons: one in a classroom and one out in the field, so to speak. The first part of the day was dedicated to learning what is acceptable and what is not on the Stan Hywet show field. Obviously, as a show for stock cars, big modifications were a no-no, but what about more subtle things like modern radios, disc brakes, or 12-volt



Judges practice what they've learned on a variety of different cars.



Matt Harwood conducts the "classroom" part of the judging seminar.

judges? *judge it or did you skip it?* In this way, judges become aware of the small yet important details that go into judging any vehicle and in particular, how it fits into the context of the Father's Day car show.

After the judging session, we reconvene to discuss our results. Judges frequently find little flaws on the cars that I may have missed in my preparation, suggesting not only that I've done my job, but that the vast knowledge these judges bring to the field is quite valuable and useful.

The important takeaways are this: *modified cars CAN NOT win a trophy.* In the past, we've had several cars with obvious modifications win awards over qualified stock cars, causing all kinds of headaches with the tabulators, officers, and head judge when trying to soothe hurt feelings and rightfully irate participants. We also discourage awarding 100-point scores, never mind 100-point ties. Yes, there are surely some spectacular cars out there, but almost any car should have faults, no matter how minor, that can help separate first and second place.

Ultimately, we've found that the seminars have improved judging quality in a significant way, benefitting participant experience at the show. With few discrepancies and exactly zero complaints at the 2022 show, I'm very proud of our judges and the work they do. They are a big part of why this show is so highly regarded by both the participants and the hobby in general. It's a tradition we expect will continue in the coming years. 🚗

conversions? As head judge, it's my job to set the parameters, and my most basic rule is this: *if it wasn't on the car when it rolled out the factory door, it shouldn't be on the car today.* We used examples to make our point and to show the judges that even if they aren't an expert on a particular marque, they can be experts on what is appropriate. It's a subtle but significant difference. It's the difference between knowing that there should be a return spring on the throttle linkage of a 1934 Oldsmobile and knowing that it should be green.

The second part of the seminar is hands-on. Harwood Motors provides three cars to be judged, and perhaps they're not cars that are completely familiar. We also throw in a few tricks—*did you remember to check for the fire extinguisher*—and perhaps even a car that should be disqualified—*did you*

EVENT: ORCCCA MOTHER'S DAY PICNIC
MOTHER'S DAY OUT

We love you, Mom!

By Margus and Vicki Sweigard

The Ohio Region Classic Car Club of America—nine members and three of our beautiful Full Classics—met on Mother's Day at Patterson's Fruit Farm in Chesterland. We sampled some of their delicious bakery while visiting on the porch of their bake shop and apple store where we could see Lake Erie in the distance.

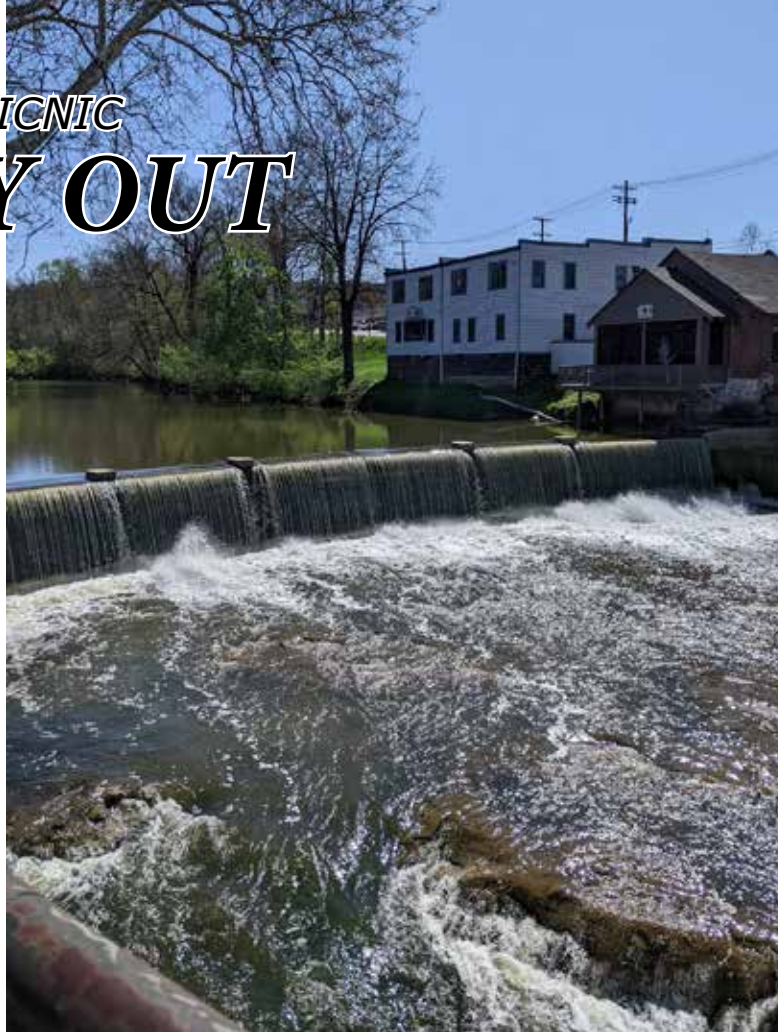
Next, we took a leisurely drive on back roads to Chagrin Falls, where we walked along the falls, and had a snack at the famous Popcorn Shoppe. We also were able to look in a telescope at Venus while we were there. Even the Fink Pups Buster the Wonder Dog and Philomena Lucille enjoyed the outing!

After eating our popcorn and ice cream we drove out of Chagrin Falls and took Chagrin River Road north. This must be one of the prettiest drives in the Cleveland area. We took pictures and walked the trail to Squire's Castle.



Finally, we drove the short distance to our picnic at the Intergrove Lodge at the Chagrin Metroparks Reservation. It is a beautiful facility, and we used the patio to cook hamburgers and sausage, and eat some delicious food prepared by our members.

It was a lovely day, and we had a great time visiting with each other. We liked it so much that we have decided to repeat the event next year on May 21, 2023, the weekend after Mother's Day. We do hope you can join us!



EVENT: MINI CARAVAN & EXPERIENCE IN HICKORY CORNERS
ALL ABOUT THE DRIVE

A fun trip to two of the midwest's best old car spots

Text and photos by Matt Harwood

Despite the looming presence of the Stan Hywet Father's Day Car Show and the fact that Melanie was up to her eyeballs in registrations and logistics, we knew we couldn't miss a trip to Auburn, Indiana and to the awesome Gilmore Museum in Hickory Corners, Michigan. Christine Snyder put together the drive to Auburn, Indiana where the Auburn-Cord-Duesenberg Museum would host a barbecue and we'd meet up with other CCCA members from Indiana and Michigan. The next day we'd all drive together to Hickory Corners to participate in The CCCA Experience on Sunday. Here's how it went.

Thursday June 2, 2022

We load up the 1941 Buick limousine early in the morning. Melanie establishes a mobile command center in the capacious back seat area where she will coordinate Stan Hywet show



activities and run our business while I handle driving duties. We motor over to Christine Snyder's house in Hudson and reacquaint ourselves with the other participants. There's a variety of hardware on hand, with Jon Leimkuhler's 1934 Packard Twelve convertible sedan being truly spectacular. He drives the thing and says that with high speed gears it's pretty happy at 70 MPH. Jon is my hero because his gorgeous Packard is covered in bugs. I eat my share of muffins while Melanie replenishes her caffeine levels.



Eventually we hit the road, but about 20 minutes into the drive we hit unexpected stop #1, as something important gives up the ghost on Christine's 1947 Cadillac convertible. Chuck Loper, the man at the helm, suggests that something in the rear end has given way; the driveshaft spins but the car doesn't move. We do the usual roadside speculating, which, remarkably, doesn't fix the car, then decide to press on. Chuck and his brother, curiously also named Charles, volunteer to wait for a tow truck and promise to catch up later driving modern iron. Melanie's mobile office becomes a cargo bay for the luggage from Christine's Cadillac. No sweat, it's like a ballroom in there anyway.

Back on the road, the Buick is running superbly. 170 degrees on the gauge, loafing along at a comfortable 50-60 MPH most of the time. Weather is pretty good with temperatures in the mid-70s and a few sprinkles along the way, but everything cleared out by midday.

A few sections of highway driving are inevitable and we're running with fast company: Dan Hanlon's 1940 Packard has



overdrive and there's a Hydra-Matic 1941 Cadillac ahead of us, but 70 MPH speeds are no sweat for the big Buick.

Unexpected stop #2: A fellow driver needed to stop at a pharmacy. Like lemmings, we faithfully follow him into the CVS parking lot like it was part of the drive. To cover our embarrassment, we head for a gas station instead, as if we were running low after 45 minutes of driving.

After a lengthy stop whereupon we all test the gas station's plumbing, we're back on the road. Several small towns are part of the drive and those are my favorite part. There are often beautiful homes and wonderful little downtown districts out in the middle of nowhere. Who still lives there and what do they do for

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Drive (continued)

a living? We pass an elementary school with a bunch of kids outside. They are very excited to see the old cars rolling past.

Unexpected stop #3: A very (VERY) long freight train.

We sit. And sit. And sit. Eventually

I wonder if I should shut off the engine, but it's staying cool just sitting there so I stopped worrying. Seasons passed and eventually the train did, too, and we were back on the road.

Thanks to the unexpected stops, we arrive for our "lunch"

stop around 3:30 but it's really good buffet-style stuff so nobody complains. I take the opportunity to return some business phone calls, but for the most part it's been a great drive. The route has been easy for the old cars and both weather and traffic have been ideal. The rest of the drive to Auburn is uneventful and we roll in just in time for the barbecue and impromptu show at the Auburn-Cord-Duesenberg museum. Melanie and I are pretty beat and still have a bunch of work to get done, so we leave the party a little early.



Friday June 3, 2022

Rolled out of bed ready to hit the road and found that we had conflicting signals. The Ohio group said we were leaving at 10AM while the Michigan/Indiana group said, no, no, they were



CCCA Brain Trust discusses recalcitrant Packard.

leaving at 9AM.

Not wanting to be the only old car bringing up the rear an hour

behind everyone else, I decided that we were leaving with the earlier group. Fortunately, another old car made my decision redundant - a 1940 Packard failed to proceed so everyone stopped what they were doing and took turns sticking their heads under the hood to effect a cure. I didn't offer to consult but it sounded like the choke was stuck. While they futzed around, I took some photos of the other cars that weren't there last night.

We finally got on the road about 9:30, travelling with three other cars from Ohio. We followed Dan Hanlon's 1940 Packard 180 Derham convertible sedan for a while and I realized he had no brake lights. I called him and he said he was aware of the problem, so I decided to stay behind him and pay attention. We cruised about 40 miles to our lunch stop and had about an hour to kill before our reservation - apparently the 10 AM departure time would have been the smarter choice, but whatever. Lunch was a Dutch buffet that was pretty good and I was able to get breakfast instead of lunch. Who doesn't love breakfast, right?



I wandered around the parking lot while we waited and helped Jon Leimkuehler put the top down on his Packard; that's a really rare Classic car - a convertible sedan with the top down!

After lunch we drove to Hickory Corners and the Gilmore Museum(s). I was following a 1942 Packard convertible, but he veered off after deciding that he was going the wrong way. Melanie informed me that he was mistaken, so in true Top Gear fashion we left him behind and led the remaining five or six cars to the Museum, including the gray 1941 Cadillac 67 sedan that was very similar to my Buick - I pushed it a bit just to see if he could keep up and he did pretty well. I used to think Ohio's roads were bad, but Michigan's are AWFUL. If there were any loose components on my car, they've fallen off. I probably have some additional rattle abatement to do now. Grrrrr...

Half of the drive was through some pretty heavy traffic and some drivers were less pleased than others to have a line



I include this photo for several reasons. One, there's a convertible sedan with its top down. Two, the kid in the Indians jersey is Jon's grandson and also the luckiest 19-year-old in the world, because he's been at the helm of the Packard for most of the day. And three, the incapacitated Packard is now, er, capacitated.

of old cars maneuvering through town, but everyone seemed to manage. Strangely, Melanie, riding in the back seat, didn't even notice how bad the roads were...

After about 40 miles, we arrived at the Gilmore, which is a truly wonderful place. Driving down the "Main Street" area we saw the beautiful period-



looking buildings which house the various marque museums. The Cadillac museum is especially cool, offering a sleek 1950s look that

was recommended by the factory. I was eager to visit the Lincoln museum so we stopped there and did a brief walk-through but we'll spend more time there tomorrow.

Also tomorrow we have a driving tour that will visit a few local collections then we'll have the afternoon to check out the museums. Sunday is the concours - do I leave the bugs all over the front of my car (my preference) or clean it up (just so I don't seem like a jerk)? It's sitting across the street in the hotel garage right now.



Saturday June 4, 2022

Got up early to get to the Gilmore in time for the 10:00 driving tour. Grabbed some coffee in the lobby and then walked across the street to the parking garage. Buick was thankfully unburned (see sidebar) and ready to go - in fact, it started so easily that the fellow in the 1940 Packard next to me said, "Hey, that isn't fair!" I pointed out that it took a lot of time and money to make it start like that and he laughed. Still, it was a slightly weird morning:



No idea what that lady was doing. And that's a couch on fire by side of the road.

At the Gilmore, we lined up for The driving tour, whose first stop was the Bill Parfet car collection, which is right there next to the Gilmore museum, so it was an easy drive up a path. The collection was extremely impressive with some significant cars, and I was particularly pleased to see evidence of use on every one of them - this is no static collection. No photos of the collection to respect his privacy, but every car you saw, the next one was even more amazing.

After the Parfet collection, we went back to the Gilmore and had a nice box lunch and photographed the second group of cars as they drove by on their way back from the collection.

Once we were finished with lunch, we left for the second stage of the driving tour, which was a nice drive through cottage country and along the banks of Gull Lake. The destination was a beautiful 1920s home in a well-to-do section of town. I like old houses as much as old cars and it was quite appealing. However, I also feel uncomfortable walking through someone's home like I'm at a display at Disneyland so I just don't do it. Melanie and I just

continued on page 12

Drive (continued)

waited outside and had a good conversation with several other participants. Then we had a wonderful drive back to the Gilmore and I took some photos of my car in front of the vintage Shell gas station.



Wrapped up the day with a nice dinner with Margus and Vicki Sweigard as well as my aunt and uncle who live in Grand Rapids, which was great. It started raining on the way home but hopefully it'll be nice tomorrow for the show. Then we have to hammer home to get our kids.

Sunday June 5, 2022

Concours-style show with about 50 extremely impressive cars. We arrived around 9AM to get things lined up and watched many of the cars roll in - hearing some of these machines under power was worth the price of admission, two Duesenbergs in particular. The weather was a little overcast but there was no serious rain in the morning, just a few sprinkles here and there.

Once the cars were parked, we had a look around and then



spent a little more time in the museums, particularly the CCCA museum and the Lincoln museum. I was pleasantly surprised to see that Buicks were the most well-represented marque in the CCCA museum.

Speaking of the museums, they really are fantastic. We made a point to visit them all and each had something extremely memorable to offer. The aforementioned Cadillac museum's building itself was special to visit. The Lincoln museum has an outstanding collection that traces the company from its earliest days to today. The CCCA museum, of course, has a collection of some of the most extraordinary cars in the world, including a Stutz that had been unveiled just that weekend. The Model A Ford museum had a wonderful interactive display designed to teach children



how to start a Model A Ford.

The Franklin museum had a fantastic representation of cars that would give even the uninitiated a good idea of what the air-cooled Franklin was all about. And, of course, there's the Gilmore itself, which is a wonderful cross-section of automotive history and includes the remarkable display of five 1934 V12 Auburns, one of each body style, all restored in identical livery. It's quite remarkable.

Reluctantly, we hit the road around 2:30, just as some more substantial rain was settling in. The limited just blasted along at 60 MPH without much

effort. We did get stuck on the Michigan turnpike at the toll booths where there was a HUGE traffic jam because there was only one functioning booth. Coolant temperatures inched up to 205 on the gauge. Not a surprise and that's a real torture test - cruising at high speed then coming to a full stop and sitting in 85-degree heat is a bad combination. Nevertheless, the car never lost its



CCCA museum offers treats like the casting molds for new Marmon Sixteen cylinder heads.

composure and the carburetors didn't even stutter; it appears to be immune to vapor lock with the intake disconnected from the exhaust. Once we were rolling again, temperatures settled down to 180 or so without any drama. We stopped for a snack and once we came out it had cooled off, so we got some gas and hit the road. It remained at 180 the rest of the way home. Total for the weekend was 176 miles and the car never hiccupped once, never acted up, never gave me a moment's pause - you can't ask for more than that from an old car. Better yet, we pulled down a little over 13 MPG total for the trip. Nice!

I have some new rattles to address (Michigan roads were murder), an NOS gas gauge to install, and a few other details to attend to on the car, but I couldn't be happier with this old Buick. It gave us a great weekend.

Also thanks to Christine Snyder for putting together the driving tour that got us there - it was a great drive! 🚗



Melanie and I arrived at the Lansing, Michigan hotel just after I had filled the gas tank following the drive from Auburn. We parked in a ground-floor spot in the crowded garage across the street from the hotel; apparently there was a festival going on nearby. And being a parking garage, the floors were ramps, angling up the structure.

A short time later, a fellow club member called and said that my car was leaking gasoline. Yikes! I hurried down to the garage and discovered that my freshly filled tank was indeed leaking out of the overflow due to the angle of the floor. I was also right next



to the driveway leading into the parking garage and figured that if someone flicked a lit cigarette, there was a better than good chance of starting a fire in the pool of gas next to my car. I pulled a gallon of water out of my trunk and dumped it on the spill and decided that I would come back down before bed to give it another dousing, just to be sure.

Three hours later, I headed to the hotel elevator with my gallon jug in hand and casually glanced out the window. I saw this:



In case that's hard to see, that's an open flame right about where I thought my car should be parked across the street. Panic set in and my first thought was, "Holy cow, it really happened!" The elevator ride down to the second floor (where the bridge to the parking garage was) was the longest of my life and all I could think about was my car burning down an entire parking garage—unlikely my insurance would be adequate.

Never have I run so fast, moving so quickly that my shoe fell off somewhere between the hotel and the garage. Winded, I arrived at my car to find everything just fine. No fire. No emergency. Just a big black Buick sitting where I left it.

On my way back to my hotel room, I looked again out the window on the sixth floor. The flickering fire was still there, a reflection of the fire pit on the hotel's patio.

And that was just about the scariest damned thing I've ever seen in my life.

-MH



FEATURE: 1932 BUICK MODEL 95 SPORT PHAETON

LONG-TERM RELATIONSHIP

Buick's top-of-the-line open car has been a two-decade love affair for Margus Sweigard

By Margus Sweigard

One day back in 2000, I was talking with my friend Mac Blair. He knew I was looking for an open car and told me about a 1932 Model 95 Sport Phaeton in Michigan that he knew was for sale. I was excited as I already had a 1932 Model 96 Victoria Coupe and knew that a phaeton would be nice to have.

I called Ray Adsit, the owner of the phaeton and arranged to visit him the next day. I traveled to Plymouth Michigan with my wife and my dad. Ray had been working on the phaeton since the early 1960's and still had a very long way to go on it. The phaeton had been taken apart along with two other unrelated cars, and parts were everywhere, but it was beautiful to me. After offering him his asking price and approval of his wife and kids, the car was bought.

The next weekend, my friend Bob Brown helped us with his truck and trailer to fetch the phaeton. It was a big job as there were many large parts and boxes. Ray had collected parts for many years. As we left his house that day, Ray was crying as the phaeton was part of his life for many years. I told him that we would visit again and that he would see the car when it was finished.

The following two years were busy with work and with working on the car. It was very nice of Ray, who told me that my Ohio State shirt was a target in Michigan, to start painting the car scarlet red.

There were many long nights spent on the car, the most memorable being the first time I drove the car around the block, sitting on a milk crate and with no top, in freezing cold with snow falling. There was no traffic, but a lot of smiles all around.

When the car was finished, my wife, Vicki, and I drove the phaeton to visit Ray in Michigan. When we pulled up to his nursing home, he was waiting there with his wife, his kids, his grandkids and even the previous owner of the car. Ray was suffering with Alzheimer's, but he knew it was his car. He sat in the driver's seat and was driving somewhere in his mind.



After taking everyone for a ride, Vicki and I headed home knowing that Ray was happy and finally feeling that the phaeton was truly ours.

Twenty-some years have now passed since we bought the phaeton, and it is still our favorite car. We have gone to many shows, driven many miles, made many friends and have had a great time with it. It is what the old car hobby is all about. 🚗



1932 Buick Model 95 Sport Phaeton
Owner: Margus Sweigard, Willoughby Hills, Ohio

Relationship (continued)



Margus shares his Buick with Hagerty Youth Judges at the 2019 Stan Hywet Father's Day Car Show.



Buick called their 7-passenger touring a Sport Phaeton. Only 131 were built.



The Sweigard Buick in the Inner Circle at the 2019 Stan Hywet Father's Day Car Show.

Notable Awards:

- › **Torque Tube Award** for outstanding Full Classic Buick at the 2021 Auburn Buick Celebration
- › 2022 Classic Car Club of America Museum Art in Motion + The Experience, **Head Judge Award**
- › Buick Club of America, 2022 National Meet, **Gold Senior Award**
- › The Phaeton is also a **CCCA Senior** car number 3159 dating back to the Grand Classic at Sawmill Creek

SPECIFICATIONS

Year:	1932
Make:	Buick
Model:	95 Sport Phaeton
Original Price:	\$3850
Engine:	344 cubic inch straight-8
Horsepower:	113
Torque:	250 lb.-ft. <i>(estimated)</i>
Transmission:	3-speed manual
Final Drive:	4.36
Wheelbase:	134 inches
Curb Weight:	4470 pounds
Brakes:	Mechanical 4-wheel drum
Wheels:	18-inch artillery wheels
Tires:	7.00-18 Lester whitewall

Alfred P. Sloan

A car for every purse and purpose

A complicated man, Alfred P. Sloan can probably be credited with much of GM's success during their most prosperous years. He was born in 1875, studied electrical engineering at the Massachusetts Institute of Technology (MIT), and became president of Hyatt Roller Bearing at the age of 24. Oldsmobile was his first automotive customer and by 1916, Hyatt had merged with the other companies that would ultimately become General Motors Corporation.

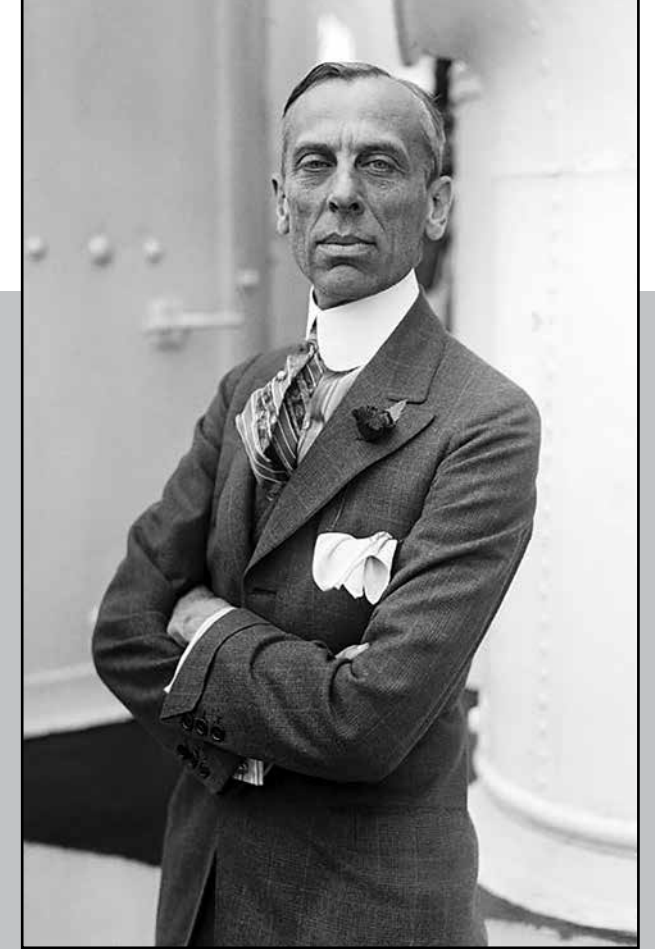
By 1923, Sloan was president of General Motors, appointed by the board of directors shortly after William C. Durant was removed from the post. As president, he was largely responsible for the familiar hierarchy of brands within General Motors, promising "a car for every purse and purpose." The idea was that a customer would start with entry-level Chevrolet and as his success grew, General Motors' offerings would grow with him: Pontiac, then Oldsmobile, then Buick, and finally Cadillac. Sloan often referred to this as the "ladder of success." This concept was complemented by his idea that the cars should be restyled each year, making them unique and encouraging customers to purchase the latest and greatest offerings. As a result of this hierarchy, by the early 1930s, General Motors was the biggest automaker in the world, a post it would hold for most of the next 70 years. Among his other innovations was the General Motors Acceptance Corporation—essentially an internal bank that would loan customers the money to buy new General Motors automobiles.

Sloan's involvement with Opel in the years leading up to World War II, and even during the early years of the war, was a source of some controversy. Critics suggest that Sloan was a Nazi sympathizer who refused to stop doing business with Germany even after hostilities began, while others—including Sloan himself—argued that Opel had been nationalized by the Nazis and as a result, he had no affiliation with the company during the war. Regardless, in the aftermath of the war Sloan was able to present Opel to General Motors as a blank slate and Sloan continued to insist that investment in Germany was only about profit.

As a contrast to this shadow on his legacy, Sloan was also an impressive philanthropist, starting with the Alfred P. Sloan Foundation, a non-profit organization dedicated to science and technology, improving the standard of living, education, and fostering careers in science and technology. In 1931, he sponsored an executive education program at his alma-mater MIT called the Sloan Fellows, and a Sloan grant established the MIT School of Industrial Management in 1952. Other grants created more Sloan-related educational facilities at Cornell University, Stanford University, and at the London Business School. Sloan's name also lives on the Sloan-Kettering Institute and Cancer Center in New York. The Sloan Museum in Flint, Michigan remains a cornerstone of auto industry history.

Sloan retired from General Motors in 1956 and finished his memoir, "My Years with General Motors" later that same year. However, GM's legal staff managed to prevent its publication out of fear that it would be used to support an anti-trust case against GM. It was finally published in 1964. Alfred P. Sloan died in 1966.

Often so analytical as to be cold, with uncompromising standards, Alfred P. Sloan is one of the giants of the early automotive industry that made the United States an industrial powerhouse. While he was perhaps not always on the right side of history, his innovative ideas are still part of the industry he helped shape.



-Matt Harwood

EVENT: STAN HYWET FATHER'S DAY CAR SHOW

A PICTURE-PERFECT DAY

Great weather, excellent cars, and smooth organization made 2022's show one of the best in recent memory

By Melanie Harwood

“This was the best show ever!” was a common refrain following the 2022 Stan Hywet Father's Day Car Show. Attendees, club members, judges, and volunteers all seemed to feel that everything came together just right this year. We celebrated 100 years of the Lincoln Motor Car Company (well, it's really 102 years, but since 2020 was a bust everyone decided to celebrate Ford's takeover instead) with Full Classic Lincolns in the Inner Circle and a fantastic special display of non-Classic Lincolns in chronological order. We had a full house with more than 420 cars on hand and even with the decision to charge extra for judging, nearly half of them were judged against their peers.

And speaking of judging, we had the strongest field of judges in years, with many first-time judges joining the well-seasoned veterans. It certainly made the process a lot easier on everyone and the results were spot-on without a single complaint. You can see the judging results on the next page.

Of course, the weather had a lot to do with this year's success—we couldn't have asked for better. Reasonable temperatures, cloudless skies, and low humidity made it easier on everyone to be outside. Stan Hywet's grounds were immaculate, as always, and thanks to our volunteers, parking the cars was easy. As I said, it probably couldn't have gone better.

There were great cars on hand, as well, including the earliest known Lincoln, serial number 21, which was on loan from the Crawford Auto-Aviation Museum, and



"World's oldest Lincoln" on display courtesy of the Crawford Auto-Aviation Museum

even a 1930 Duesenberg J LeBaron dual cowl phaeton from the Ferrara collection. Several members debuted their new Classics, including Norm Cangey's Pierce-Arrow sedan with a spectacular new interior. And on an amusing note, we did have one car sneak in with a *fake windshield card*—we only noticed when we went to give it an award and found it wasn't on any of the official lists!

Thanks to all the volunteers and judges who made this year's show so special, and we look forward to an even bigger event in 2023! 🚗



100 years of Lincolns on display in chronological order



Full Classics of the '40s in Class 2



Early Lincolns in the Inner Circle



Tom Barrett's 1930 Pierce-Arrow coupe in Class 1



Robert DiCarlo's 1942 Lincoln Continental in the Inner Circle



1930 Duesenberg J from the Ferrara collection



Bob Mizicko's 1931 Lincoln 206 coupe



Crowds line the entry road

Class 1: CCCA Full Classics 1915-1936	1st	Rowe's Rod & Custom	1930 Duesenberg J LeBaron
	2nd	Norman Cangey	1930 Pierce-Arrow Model B
Class 2: CCCA Full Classics 1937-1948	1st	Doug Seybold	1941 Buick Roadmaster
	2nd	Mike Kochilla	1937 Packard coupe roadster
	3rd	Phil Tobin	1941 Buick Limited 91
Class 3: Century Cars 1922 and Older	1st	Robert Staehle	1920 Willys Model 4 touring
Class 4: Ford Model T	1st	Phil McLean	1922 Ford fire chief's car
Class 5: Ford Model A	1st	Robert Myers	1928 Ford Model A
	2nd	Meg Lee	1930 Ford Model A
	3rd	Ernest Hanes	1930 Ford Model A tudor
Class 6: Trucks, Military & Commercial	1st	Rick Jandrey	1938 Studebaker
	2nd	Dan Rhodes	1953 Chevrolet 3100
	3rd	Lonnie Blaney	1955 Chevrolet 3100 Cameo
Class 7: Corvettes 1953-1967	1st	Dennis Labbato	1958 Chevrolet Corvette
	2nd	Ed Biskner	1963 Chevrolet Corvette
	3rd	Randy Kertesz	1960 Chevrolet Corvette
Class 8: Corvettes 1968-1997	1st	Ron Matthews	1969 Chevrolet Corvette
	2nd	Bob LaRosa	1980 Chevrolet Corvette
	3rd	Joseph Lewandowski	1990 Chevrolet Corvette
Class 9: Chevrolet 1946-1960	1st	Steven Daniels	1957 Chevrolet Bel Air
	2nd	Richard Beresh	1955 Chevrolet Bel Air
	3rd	Dick Wilk	1957 Chevrolet Bel Air
Class 9A: Chevrolet 1961-1997	1st	Steve Wojnarowski	1967 Chevrolet Impala
	2nd	Tom Pallotta	1968 Chevrolet Camaro Z/28
	3rd	William Marras	1976 Chevrolet Cosworth Vega
Class 10: Chevrolet Corvair	1st	William Eutzly	1968 Chevrolet Corvair Monza
	2nd	Adam Gockowski	1963 Chevrolet Corvair Monza
	3rd	Houston Morgan	1963 Chevrolet Greenbrier
Class 11: Ford Thunderbird thru 1997	1st	Eric Jones	1965 Ford Thunderbird
	2nd	Eric Jones	1957 Ford Thunderbird
	3rd	Eric Jones	1963 Ford Thunderbird
Class 12: Ford Mustang thru 1997	1st	John Slikkerveer	1969 Ford Mustang Mach 1
	2nd	John Ferek	1965 Ford Mustang
	3rd	Howard Horn	1966 Ford Mustang
Class 13: Sports Cars thru 1958	1st	Lee Kohanski	1952 MG TD
	2nd	Ron Chernicky	1953 Triumph TR3
	3rd	Dan Ferlan	1956 Porsche 356
Class 14: Sports Cars 1959-1972	1st	Thomas Inwood	1966 Jaguar XKE
	2nd	Thomas Hilt	1962 Austin-Healey 3000 MKII
	3rd	Frederick McDonald	1965 Austin-Healey 3000
Class 15: Sports Cars 1973-1997	1st	Kevin Winter	1989 Mercedes-Benz 560SL
	2nd	Paul Turner	1975 Porsche 914
	3rd	Mike Auber	1993 Cadillac Allante

Class 16: Production 1923-1940	1st	Bob Atkinson	1926 Buick 47
	2nd	Dwight Tschantz	1934 Ford phaeton
	3rd	Joseph Pallotto	1936 Buick opera coupe
Class 17: Production 1941-1950	1st	Pat Rooney	1950 Ford Custom Deluxe
Class 18: Production 1951-1955	1st	Ernest Robinson	1954 Comete Monte Carlo
	2nd	Edward T. Toth	1953 Buick Skylark
Class 19: Production 1956-1960	1st	Edward T. Toth	1960 Buick Electra 225
	2nd	Norman Webb	1960 Pontiac Ventura
	3rd	Patricia Umstead	1960 Nash Metropolitan
Class 20: Production 1961-1965	1st	Michael Francioni	1964 Buick Electra 225
	2nd	John Jurcsisn	1965 Pontiac Lemans
	3rd	Dan Yacovella	1965 Pontiac GTO
Class 21: Production 1966-1970	1st	William Carr	1969 Pontiac Grand Prix SJ
	2nd	Rich Green	1967 Volkswagen Beetle
	3rd	Tom Green	1966 Cadillac DeVille
Class 22: Production 1971-1975	1st	Bill Mulh	1972 Ford Gran Torino Sport
	2nd	George Uhler	1974 Pontiac GTO
	3rd	Mark Lammlein	1973 Buick Riviera GS
Class 23: Production 1976-1980	1st	Tom Hutchison	1979 Lincoln Continental
	2nd	David Montgomery	1976 Pontiac Trans Am
	3rd	Charles Ballard	1976 Oldsmobile Cutlass
Class 24: Production 1981-1990	1st	Wayne Schmidt	1990 GMC Safari GT van
	2nd	Joseph Streibel	1983 Oldsmobile Cutlass Calais
	3rd	John Wylucki	1987 Buick Grand National
Class 25: Production 1991-1997	1st	Kevin Winchell	1993 Cadillac Sedan DeVille
	2nd	Curtis Miller	1993 Mercedes-Benz 400E
	3rd	James Coco	1991 Nissan Figaro
Class 26: Muscle Cars 1964-1972	1st	Tom & Susan Parrish	1970 Buick GSX
	2nd	Steve Owen	1966 Oldsmobile 442
	3rd	Ron Buffa	1965 Pontiac GTO
Class 27: Preservation, Pre-War	1st	Ron Williams	1929 Buick Model 27
	2nd	James Lenke	1927 Dodge Brothers coupe
Class 28: Preservation, Post-War to 1970	1st	Rex Fisher	1950 Cadillac 60 Special
	2nd	Russell Bennett	1966 Oldsmobile Toronado
	3rd	Tom Hutchison	1955 Cadillac Coupe DeVille
Judges' Choice Award	Norman Cangey		1930 Pierce-Arrow Model B
Participants' Choice Award	Rick Jandrey		1938 Studebaker pickup
Bill Snyder Award (best Full Classic)	Rowe's Rod & Custom		1930 Duesenberg J LeBaron
John Addams Award (best postwar Cadillac)	Rex Fisher		1950 Cadillac 60 Special

EVENT: KELLEYS ISLAND WEEKENDER

TREASURE ISLAND

It turns out that an island can be a great place to drive a Classic car

By Christine Snyder

In 1970, I met a car guy that would someday be my husband. His name was Bill Snyder, and I met him on Kelley's Island, in Lake Erie. He owned a summer home there, and I was spending the weekend at my family's cottage on the east shore.



We enjoyed the island for several years till Bill decided to sell his stone house. However, we never got Kelley's Island out of our blood. So in the early eighties, we decided to put together an Ohio Region tour with our Classics to the island for a weekend. As the folks enjoyed it so much, we did another in the late '80's, followed by a third in 1994. In 1994, we invited both the Michigan and Western Pennsylvania region folks to join us. What a fun time we had, with a mystery tour, a "gymkhana", a walk along the famous Glacial Grooves and a "dress in the era of your car" party.

The year 2009 saw the last Kelley's Island weekend we



Heinrichs' Winton earns some new admirers.



Christine Snyder attempts to fire a cannon.

enjoyed until this year. With Covid pretty much behind us, seventeen of our hardy Ohio Region members made the trek to the Marblehead ferry boat dock (after lunch along the way), and the trip across the lake to the island!

We checked into the Venture Resort, which was to be our host hotel for the weekend. After settling in, we left in our Classics for the West Bay Inn. A hoppin' place, we had our choice of one of three entrees, all of which were delicious! After dinner, we all went down close to the shore to watch not only the beautiful sunset over the lake, but to hear the cannon blast that's done every evening at sunset. We were asked to pick one of our members to shoot off the cannon. Yep! They picked yours truly! Well, I get a 0 for my attempt! Jim Cowin took over and got a great shot off the first pull!

Saturday morning, we drove to my niece and husband's beautiful home on the east shore for breakfast. Carol and her daughter, CeCe, made a spectacular meal, which was served in an awesome setting. Most of our folks sat out near the lake to enjoy their repast. After breakfast, folks were given their mystery tour questionnaires. Answers could be found on the designated route around the island. Answer sheets would be turned in at lunch to be graded. Note: The Glacial Grooves (the largest and most easily accessible outcropping of glaciated rock in the world,) were closed for work being done on them. So we could not enjoy them this time! After lunch, the folks were set free to check out the island yard sales, go shopping, or just relax by the pool.

The Saturday evening banquet was held at the Island House. Winners of the Mystery Tour were Margus and Vicki Sweigard, first place. Second place went to Jeff and Lita Powell. All other players received island-made chocolate boats. Later, the island night life was enjoyed by some. Others of us sat by the lake, chatted and enjoyed some wine.

Sunday, we had breakfast together next door to the hotel, and left the island at our leisure. 🚗

Those attending:

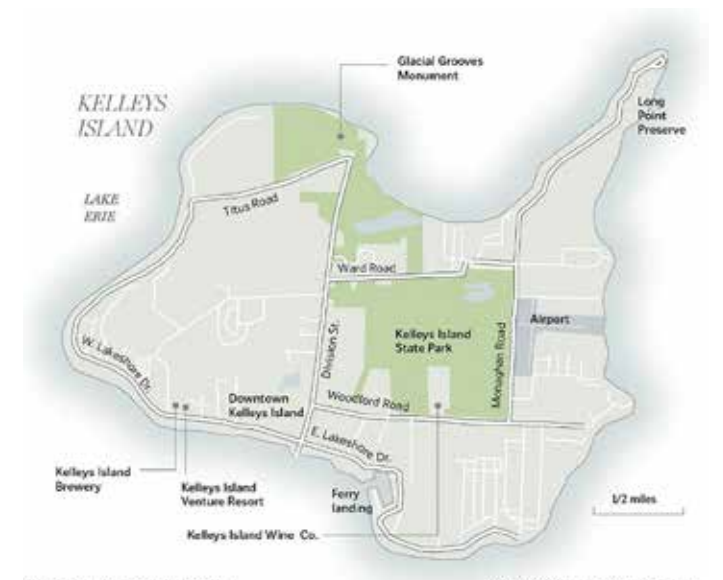
- Dino Alai and Kelly** 1929 Franklin Speedster
Columbia Twp.
- Frank and Anne Beard** 1954 Bentley R-Type (nc)
Chagrin Falls
- Bob and Diane Brown** 1947 Cadillac Convertible
Hinckley
- Jim and Gail Cowin** 1941 Cadillac 60 Special
Cambridge
- Dave and Dawn Heinrichs** 1917 Winton 22A
Columbia Station
- June Hileman** Mercedes (modern)
Girard
- Jeff and Lita Powell** 1948 Chrysler Town & Country sedan
Brunswick
- Chris Snyder, Sally Sinclair** 1947 Cadillac Convertible
Hudson
- Margus and Vicki Sweigard** 1932 Buick 95 Phaeton
Willoughby Hills



Brown's 1947 Cadillac Series 62 convertible



Powell's 1948 Chrysler Town & Country



SOURCES: ESRI; TeleAtlas; kelleysisland.com KEN MARSHALL / THE PLAIN DEALER

EVENT: LAKE FARM PARK PICNIC

DOWN ON THE FARM

A little rain can't keep ORCCCA and NEOBCA from having some old fashioned fun

By Margus Sweigard

September 25 was a dark and stormy afternoon. 33 brave souls from the Ohio Region Classic Car Club and the Northeast Ohio Buick Club (NEOBCCA) met at a beautiful pavilion at the Lake Farmpark for a picnic and a car show. The rain scared off all of the cars except for the sturdy cars of our members.

We enjoyed some delicious sausages and hamburgers fresh off the grill and great dishes brought by our members. We also learned how to milk a cow! The facility is beautiful and many members thought it would be great to host a Grand Classic there.

Eight nice door prizes were donated by local merchants, and there were 8 cars, so it worked out well.

All in all it was a fun day despite the rain. We have been invited back for next year and they guarantee better weather. 🚗



Margus Sweigard's 1932 Buick 96 opera coupe gets a little wet at Lake Farmpark



Kat Fink gets a hands-on lesson in farm living



Soggy Buicks and Full Classics



Jerry Gentner's Cadillac Series 62 sedan

MEMOIR: AUTOMOBILE DESIGNERS

ICONS

The great designers of the Classic Era might be gone but they are not forgotten

By David Schultz

A few years ago, while touring the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan I was visiting with a long-time member of the Michigan Region of the Classic Car Club of America about the early days of the region, specifically, about the automotive legends who attended club events during the region's early days. Both of us had joined the region as teenagers.

I began attending CCCA events in the Michigan Region in the 1960s. The Grand Classics were usually held at Greenfield Village and the host hotel was the Dearborn Inn (originally built by Henry Ford as an airport hotel). The Grand Classics featured the great American and foreign Classics of the 1920s, 30s and 40s. The awards dinner, an evening affair, was often held at the Ford Museum's Lovett Hall.

The dinner speakers were a who's who of the Classic Era. Among those who joined us for the weekend and spoke at the dinner were designers Ray Dietrich, Howard "Dutch" Darrin, Herman Brunn and Gordon Buehrig. I also recall Indianapolis 500 drivers Peter DePaolo and Mauri Rose.

As a young college student at the time, I didn't fully grasp the unique opportunity this presented, to meet these individuals who were so involved with the automobiles that we gathered to admire. By the 1970s and 80s, while I and many of my fellow enthusiasts were starting our business careers, many of these luminaries passed away. All too soon they were gone.

Fortunately, some wrote articles for magazines such as the CCCA's Classic Car while others recorded oral histories. Of course, the best part for many of us was meeting these individuals and talking to them about their respective work during what we now call the Classic Era.

Unfortunately—for me—I was not able to spend as much time as I would have liked with Ray Dietrich, who was a special favorite of mine. Until just recently, I owned a 1931 Lincoln convertible sedan that he designed.

A designer with whom I was able to spend some time with over the years was Gordon Buehrig, who spent his early years creating designs for the Auburn, Cord and Duesenberg automobiles. He is, arguably, most famous for his design of the Cord 810.

I found Gordon to be an extremely gracious individual. After getting to know him I decided to write a profile of him for *Industrial Design* magazine. To do so, I had to dig a bit deeper into his background and career. As he recalled the development of the Cord 810, begun in 1934, he took special care to name all



of the individuals who worked with him on the project. More than 40 years after the car's introduction he could have taken sole credit for the car's development but, clearly, that wasn't his style.

During one of our visits he invited to join him and his lovely wife, Kay, for lunch at the Grosse Pointe Yacht Club. I remember walking through his garage where I spotted a 1936 Cord 810 sedan that Kay had bought for him several years earlier. Next to the Cord was a nondescript blue 1980s Oldsmobile sedan that was caught my eye because the lower portion of the car was painted a soft red. Hmm, I thought.

During our lunch we continued our discussion about Classic automobiles and the Classic Era. To my everlasting regret, I trusted all of this to my memory and a few scribbled notes. But realistically, the presence of tape recorder would have been out of place.

Our discussion finally evolved into automobile design of the 1980s. I could tell that he and I shared a lack of enthusiasm for much of what was being designed at that time. He asked me if I knew of design instructor Strother MacMinn and I said I did. Gordon smiled and said, "Strother says these cars all look the same—like a used bar of soap."

I decided this was the time to ask him about the significance of the red lower portion of his Oldsmobile. "Why did you do it?" I asked. Gordon's reply: "So I can find it in the parking lot."

I never forgot that answer. And I'll never forget Gordon Buehrig and the other designers from the Classic Era I was lucky enough to meet so many years ago. 🚗

EVENT: ORCCCA CLAMBAKE

CLASSIC CLAMBAKE

Back by popular demand!

By Dolf Kamper

Photos by M. Harwood and Norm Cangey

It was a beautiful autumn day for a brisk drive up to the lake on Sunday. The gold and rusted leaves were sparking the atmosphere, perfectly accompanied by the punctuations of cylinders and dual-carb exhaust notes. We only needed a light jacket and a bottle of bubbly to keep the weather temperate.

When we pulled up to the Scharfeld's house for the annual ORCCCA clambake, there was a jaunty 20's Bentley to greet us. It looked as if it was 90 years ago, and someone had just driven here after a successful morning at the track. There was a beautiful orange-and-brown Packard with its rumble seat closed—it must have been painted to reflect the colors of this day. I tucked the BMW 327 behind the chrome figure of the sliding boy and we walked in, past the seductive eyes on Norm Cangey's Pierce Arrow.

The lunch was served in a backyard that seemed like a resort. There were Easter Island statues, fountains, and perfect weather. The chicken was delicious and we had a great time catching up with everyone. There were still more cars out front to look at, including a gorgeous and austere Duesenberg with curly-maple accents, a fleet of Cadillacs and Buicks, and we were greeted later when a Lycoming V8 pulled the Schultzes and their Cord 810 up the drive.

Thanks to the Scharfelds, the Wolffs, and everyone who attended and helped out! 🚗🚗



This Bentley looked fresh from the race track



A lovely day for a drive!



Kamper's BMW 327 cabriolet



1931 Packard's colors were ideal



Bob Brown's 1941 Cadillac 60 Special



Our host, Jim Scharfeld serves up clams with Pam Wolff



Norm Cangey's 1932 Pierce-Arrow



Harwood family's 1941 Buick Limited limousine



John Talan's 1939 Packard Super 8



Resort-like setting of Scharfeld's back yard



Doug Seybold's 1940 Buick Roadmaster fire chief's car



Lee Wolff's 1946 Cadillac Series 62

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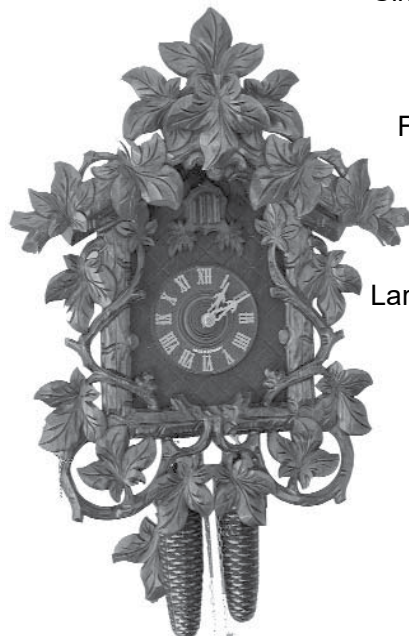
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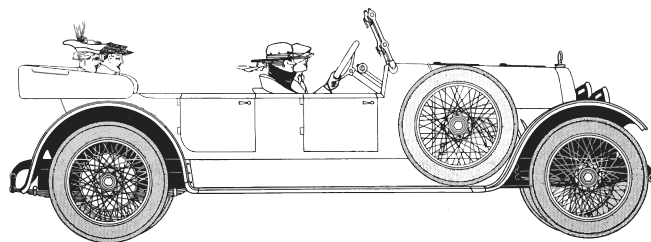


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CLASS	TEAM
1,2	PLATTEN, J YODERS, FUERNING, D BEARD, F
3,4,5	BARTASOVICH, G GRAEVEL, S D BERG, D JONES, J
6	DAVILL, R MATTHEWS, R BROWN, J GENTNER, J
7	DALNEN, M MATYKO, R VIANI, R BRADY, B
8	HOWELL, J FUCHS, D SALMON, R SCHNEIDER, P
9	GRAEVEL, D KNIGHT, R DEIBEL, G FIFE, R
10	GRAEVEL, M GULIARDI, B BERN, J DEFRIGERARI, D
10,11	DEMASS, G DEMOS, J OBERG, A CRIST, K
11	KITZ, S LUTZ, T JACKSON, P BERT, T
12	WAGNER, D ROCKFORD, S TALENTA, S WINTER, K
13	LOFER, C LOFER, R COHEN, R OLIVER, R
14	PITTS, L HANCOCK, J HANSON, S STANLEY, M
15	ROONEY, P BENNETT, J ZEC, C KOVILSKY, J
16	VITALE, F KOPPELMAN, E BRADLEY, R SCHWARZ, B
17,18	WAGNER, D SCHNEIDER, D SALMON, R
19	LEWIS, M BENDER, R BYRON, B ADAMS, A
20	LEDERER, M LABIANTE, R KLEIN, S ROBERTS, T
21	KOCHULA, M ULLMAN, D GOSWAMI, S BAUER, M
22	SLICKERMAN, S LAMB, L HUBBARD, S PORTER, R
23	HOPPEL, S BISHOP, S SAVARE, R
24	KOCHULA, M ULLMAN, D GOSWAMI, S BAUER, M
25	SCHULTZ, D FRANK, T BERRY, W FORD, D

