

NORTHERN LIGHTS



WINTER 2024/2025

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Director's Message

By Chuck Loper

Greetings,
Let me take a minute to introduce myself to those that don't already know me. I am Chuck Loper and I am the new director for the Ohio Region of the Classic Car Club.

I know I have big shoes to fill following Margus Sweigard and his leadership these past years but I'll do my best.

We have all probably put our cars away for the winter by now but we will still have some fun and exciting things to do for everyone during the off months. Watch our High Beam newsletter and mark your calendars for some fun upcoming events.

I also want to say thanks to all those that have put their confidence in me to be the new director. We have a great club with a long tradition and it is my hope that we will continue to grow and prosper with the help of all of our board members, our volunteers and of course most of all: you.

Please feel free to reach out to me anytime if you have a question, concern, or suggestion.

Happy Holidays to all!

-Chuck



Upcoming Event Calendar

- | | |
|------------------------|--|
| February (TBD) | ORCCCA Theater Party |
| May 4 - 11 | Amish Country CARavan
(Jim Cowin) |
| May 17 | Judging Seminar
(Harwood Motors) |
| May 25 | East Side Poker Run
(Sweigard) |
| June 15 | Father's Day Car Show |
| September 11-15 | Ontario Road Trip
(Melanie Harwood) |



EDITOR'S LETTER

Matt Harwood, *Editor-In-Chief*

This will be my final issue of "Northern Lights" as your editor. It's been an interesting 10 years since I took over for the late Bob Porter in 2015 and I've mostly enjoyed the process of putting this magazine together, if not quarterly, at least as often as content would permit.

The biggest frustration, of course, remains the lack of contributions and participation by our membership. We have one of the biggest rosters of any region in the CCCA and as you can see in this end-of-year issue, there are a lot of first-rate events going on. Nevertheless, we always struggle to attract enough participants and the same people keep putting these events together, year after year. This is nothing new but it remains the club's biggest Achilles' heel—without members getting involved, the club will wither on the vine.

As you glance through this issue at the great events of 2024, I want you to think about how you could have contributed, even just by showing up to enjoy the fun. That's the whole point of being a part of this club and our membership is especially good at putting together enjoyable, accessible, affordable events. Sitting in the garage does your cars no good, either, so think about getting them out and exercising them properly with a few ORCCCA events in the future.

What kind of events, you might ask? This magazine is filled with a year's worth of motoring fun, starting with a great bonfire in February, before it was even time to get our cars out, and including not one, not two, but *THREE* awesome events where our Full Classics were the stars of the show. Add in a few day tours, and you get an active club that's only missing one thing: *you*.

Something that few people realize is that this magazine takes roughly 40 hours to put together, not counting printing and mailing it (which is handled by an outside contractor). That's a full work week, and I'm doing it in my spare time despite owning my own business, being a dad to two kids, maintaining my own cars, and restoring a 112-year-old house. That time also includes editing photos to make them look their best, creating much of the content, and even drafting my kids to write articles from their own perspective. If 14-year-old Riley can do it, so can you!

If you look at the names and cars in the various events, you might notice that there are more than a few

from other regions. CCCA members from all over the country have been an integral part of our events, helping to make them successful. If a group of Michigan Region members can make the drive to Dayton in the pouring rain to be a part of one of our events, then surely you can too.

Already on the calendar for 2025 are events like the annual Stan Hywet Father's Day show, the Amish Country CARavan in May, and a tour through Ontario, Canada in September. We'll surely be adding a half-dozen more outings in the coming weeks, so why not plan on being a part of a few of them?

Better still, think about putting together an event of your own. It's not really difficult and there's a whole club of volunteers who will help you make it a success. Contact any of the board members listed on the first page of this issue and they'll be more than happy to assist you with the event you might like to put together. All it takes is a little creativity, a bit of planning, and a desire to make a memorable experience. We're good at this, so think about a way that you can contribute to create a new car-related event.

I will be passing the "Northern Lights" masthead to Dolf Kamper and Christine Snyder in 2025, and hopefully they'll bring some fresh enthusiasm and new ideas to the readership. I will continue to contribute in various ways for as long as Melanie and I are members of ORCCCA. But again, I encourage you to remember that this is a magazine by the club, for the club, and anything you can add will surely be welcomed by our new editors.

It has been a genuine pleasure to be your editor and I look forward to seeing a new chapter in the club's publications.

Happy motoring! 🚗



FEBRUARY: SWEIGARD BONFIRE *UP IN FLAMES!*

A hot time with cool friends

By Margus Sweigard

The 10th Annual ORCCCA Winter Bonfire went up in flames on Saturday, February 10 in the Sweigard's woods.

The weather cooperated with warmest temperatures ever. John, Mike, and Margus cut three trees and assembled them into a five foot cube. The large bonfire was topped with a Christmas tree rising an extra five feet. The flames engulfed it in minutes. Little boys still like to play with fire. Everyone enjoyed great food and great conversation around the bonfire.

Attendees were: Mike Schott, Kathy Wolk, Mike and Sue Ann Kochilla, John and Kathy Jones, Nora Jones and daughter Catherine and friend Darcy, Tom Schwendelmann and Bambi, guest Dawn Hartwig and our hosts Margus and Vicki Sweigard.

Our next bonfire, the 11th annual bonfire, will be Saturday, January 18 at 4:00. See you then for a hot time! 🚗



MARCH: TECH SEMINAR

TUNE UP YOUR ELECTRICALS

Learning about the common causes of electrical system failure

By Matt Harwood

On March 16, ORCCCA hosted a tech seminar featuring Jeff Greenberg discussing automotive electrical systems. Earl and Jeff Greenberg own Certified Auto Electric on Northfield Road in Bedford, where they specialize in starters, generators, alternators, voltage regulators and wiring for almost anything with an electrical system. On my very first visit to their shop, I discovered a freshly restored 1916 Delco-Cadillac starter/generator sitting on the counter. I immediately knew I had found the right guys.



Jeff Greenberg, owner of Certified Auto Electric

Jeff led the discussion and talked about some of the common issues that old cars have, particularly 6-volt old cars. #1 and #2 on the list of problems are bad grounds and battery cables that are too small. If your 6-volt car cranks slowly, especially when it's hot, that's always where to start. Jeff showed us some samples



of heavy-duty battery cables that they make in-house which are not only large enough to handle the biggest antique starter but also incredibly flexible to make installation a snap. He also discussed batteries, wiring, and maintaining your starter and generator, items typically considered maintenance-free... until they aren't.

A lively question-and-answer session followed which not only gave everyone the opportunity to get a professional answer on a problem they were having on their own car, but to learn from others' mistakes.

After the presentation, there were snacks and beverages, as well as the opportunity to look around the Harwood Motors showroom. 🚗



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MAY: NORTH CHAGRIN RESERVATION TOUR

HOT RODS & HOT DOGS

A visit to a noteworthy local collection with a lot of history behind it

By Winton P. White

There's a significant collection of racing, hot rodding, and Northeast Ohio history tucked away in Willoughby, Ohio. For our annual springtime tour, which culminated with a barbecue in the Cleveland Metroparks Chagrin Reservation, we were treated to a visit to the legendary Farroni Brothers collection.

We met in late morning at the unassuming Farroni Brothers collection, which is housed in a retired firehouse in suburban Willoughby. The Farroni brothers are well known though out the racing community and still have the bug as strong as ever. They still own the AA/FD dragster that held the Thompson track record of 210.76 m.p.h in 1966 and beat another well known racer, Don Garlits. In 2020, there was even a documentary film produced about the Frank and Dick Farroni. Pretty impressive!

To say we were in awe would be an understatement, especially since we didn't know what to expect. We were amazed by the pieces of history they have housed in four huge buildings.

After a tour of the extensive collection, we had a short drive to the Chagrin Reservation where Margus and Vicki Sweigard had arranged a pavilion for a picnic lunch. Everyone pitched in to prepare lunch, including John Jones manning the grill, and by early afternoon, everyone was stuffed.

This annual event often introduces the club to great new local points of interest and the barbecue is always worth the trip. Hopefully we'll have an even stronger turnout in 2025! 🚗



Email us: NorthernLights@ORCCCA.com



Bob Brown's 1946 Cadillac Series 62 convertible (foreground) with Mike Schott's 1932 Packard 900 behind it.



Sweigard's 1932 Buick 96 (foreground) with Harwood's 1964 Porsche 356C (non-Class) behind it.

JUNE: STAN HYWET FATHER'S DAY CAR SHOW
ANOTHER GREAT ONE

A sellout crowd, perfect weather, and some first-rate Classics led to a big success

By Melanie Harwood

As ORCCCA's single biggest fundraiser, the Stan Hywet Father's Day Car Show is a critical event. It's a delicate balancing act of registrations, logistics, weather, and unexpected emergencies. This year, the entire event ran as smoothly as anyone could recall, largely thanks to perfect weather in the low 80s with cloudless skies overhead and a small army of helpers.

We arrived at 7AM to get things rolling and were relieved to see volunteers showing up, ready to work. Our volunteers really make this show run, helping with parking cars, working as judges, and generally getting things done. Without them, none of this would be possible, and I'm personally grateful for their willingness to pitch in and help make our show a success. Remarkably, many volunteers aren't ORCCCA members, don't own Full Classics, and many don't even bring cars—they just enjoy helping with the show.

This year's Inner Circle featured Full Classics of the 1940s, and we had a spectacular array of cars ranging from an all-original Cadillac Series 63 to a Packard Darrin to a rare 1942 Lincoln Continental. Our Special Feature this year was Italian cars, and we had a great variety of Fiats, Ferraris, Alfa-Romeos, and Lamborghinis. With a sellout crowd and more than 435 registrations, there was something there for everyone.



Chris Curtis' 1942 Cadillac 63 joins other 1940s Full Classics in the Inner Circle

Each year, about 50% of the participants want their cars judged, and this year was no different. We've seen significant improvements in judging results thanks to the judging seminars the club holds each spring, and the lack of complaints is probably the highest praise we can receive. Add in the fact that Stan Hywet management has encouraged us to finish earlier (which allows us to hand out awards earlier), and it has been running smoother than ever. I think we've finally perfected the formula!

2025 show registration opens on January 1 and we will be featuring early Full Classics 1915-1924 as well as celebrating 70 years of the Ford Thunderbird in our Special Feature. If you're already a volunteer, thank you, and if you would like to get involved please contact me personally and we'll find a job for you.

See you on Father's Day! 🚗



CARS OF THE 1940s: THE 2024 INNER CIRCLE



Jim Keller's 1942 Packard Darrin



Dave Johnson's 1942 Lincoln Continental



JW Gehring's 1941 Cadillac 60 Special



Dan Hanlon's 1940 Packard 160



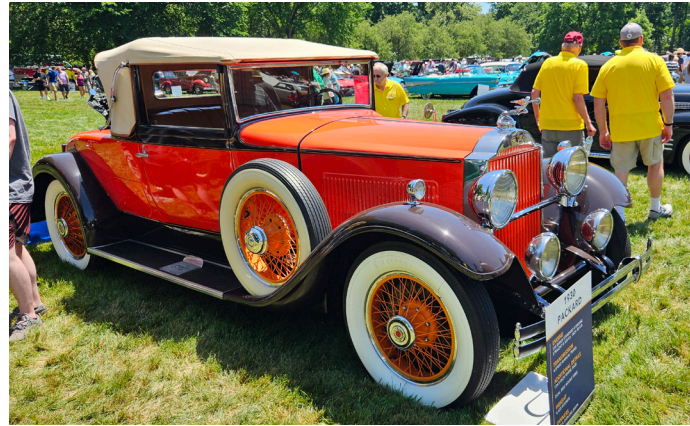
Phil Tobin's 1941 Buick Limited 91



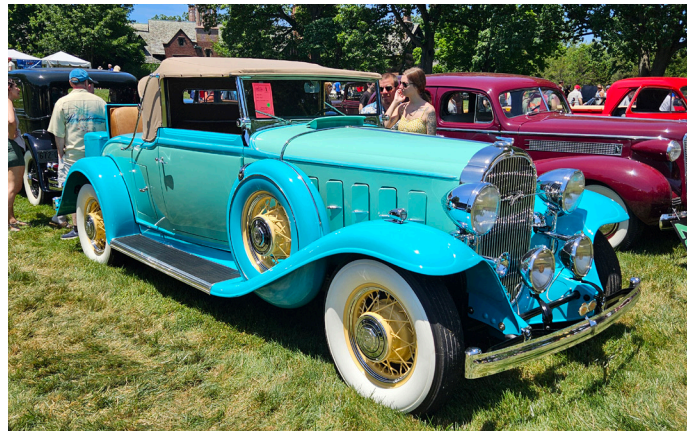
Mike Schott's 1941 Lincoln Continental

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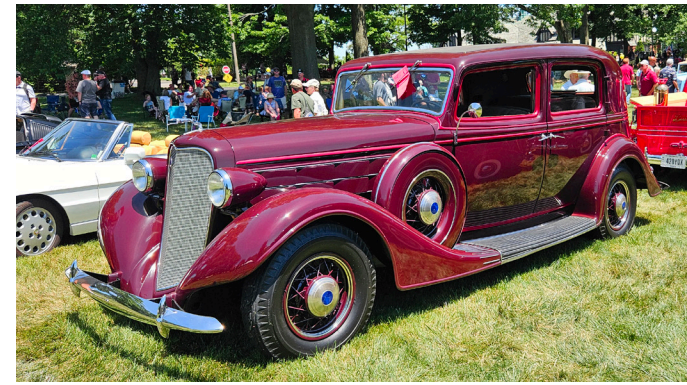
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Jeff Smith's 1930 Packard 733



Margus Sweigard's 1932 Buick 96C



Matt Harwood's 1935 Lincoln K



Youth Judges led by Bart and Vera Bartasavich.



Norm Cangey's 1930 Pierce-Arrow Model B



Jerry Gentner's 1937 Cadillac Series 65



Bob Mizicko's 1931 Lincoln K



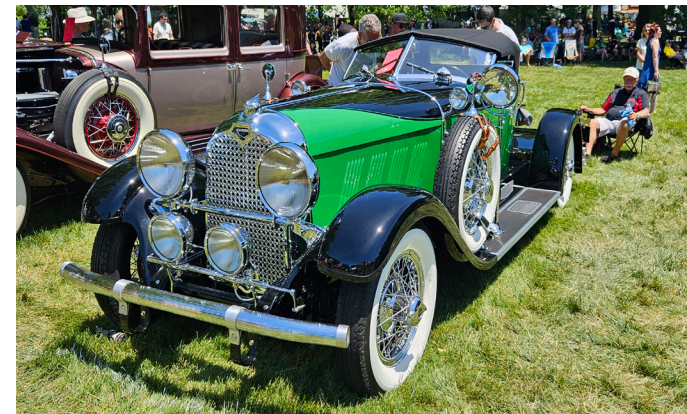
A preview of 2025's Thunderbird Special Feature



John Talan's 1922 Paige 6-66



Ron Thomas' 1939 Cadillac Series 75



Richard Harding's 1928 Auburn 8-115



Packed show field with more than 400 cars



Dave Heinrichs' 1917 Winton 22A



David Gano's 1941 Cadillac Series 62



Mike Kochilla's 1937 Packard Twelve



JULY: SCENIC OHIO MINI CARAVAN AND GRAND CONCOURS
CLASSICS IN THE COUNTRY

Lovely Salem, Ohio is home to one of the best events of the year

By Dave Johnson
 Photos by Darrell Staggs

The ‘Scenic Ohio’ CARavan, jointly sanctioned by the Ohio, Indiana and Michigan regions of the CCCA, came back to the small little northeast Ohio town of Salem on the second week of July. And what a turn-out of Full Classics! Some 140 participant members of the CCCA came from 19 states, bringing with them (and driving!) some 70 Full Classics. The CARavan culminated in a Grand Concours that occurred on the last day of our event, with the show field roster of Full Classics ballooning to 91 cars. There were CCCA members in their mid-nineties all the way down to a youngster ten years of age whose name happens to be Royce!

Sponsored by the Classic Car Club of America Educational Foundation, this four day Full Classic excursion included some back country driving with stops at five private car collections, cocktails and dining at the homes and/or private country clubs of the event hosts, stops at an additional three museums, and then, on show day, a police escorted parade of our Full Classics through historic Salem, out to the show field, where the public was invited. The weather was just beautiful throughout the entire four days.



Why Come Back to Salem, Ohio?

One of the things that makes the Salem, Ohio venue such an attractive one for the Full Classic car aficionados is the sheer number of Full Classics that exist not only in such a small town (population of 12,000), but with a tie-in to a single street in that town—that being Highland Avenue. There is probably no other street in the United States, moreover, that has seven owners of Full Classics that were either born and raised on one street or who live there today, owning, collectively, some fifty collectible cars, almost half of them Full Classics.

Above and beyond this, there are lots of “new things” going on in this little town of Salem vis-à-vis the collector car hobby. There are, for instance, two new private car museums and one new private Full Classic restoration shop which is just now being completed. We made stops at each of these venues.

So What’s New in Salem?

Dichel and Cheryl Owsley have recently completed their old car museum, located on the outskirts of Salem, where the Owsleys hosted us one morning for coffee and Danish. Here there are some thirty vintage cars, including a 1940 Lincoln Continental that was purchased new by Dichel’s grandmother. There are two Cadillacs once owned by Salem Full Classic devotee, Wayne T. Darling—his 1922 Cadillac Touring Car and 1937 Series 75 Cadillac Convertible Sedan. Dichel loaned his 1940 Packard 160 Convertible Coupe to Abe Barnett during our CARavan—Abe is a well known Hagerty Insurance exec who flew in for the festivities.



While some folks have been to the Gano’s private collection at their home, where we were hosted for dinner one evening and coffee and danish one morning, not many have seen several of the extraordinary new Full Classic additions to the Gano collection. One of these new additions is an *all original* 1933 sixteen cylinder Cadillac convertible sedan, once owned by the Armour family of Chicago (of Armour Meat Co. fame). This car debuted at the 1933 World’s Fair in Chicago and still has attached to its front fenders the tattered and frayed fender flags from the 1933 World’s Fair.



We also stopped at a recently restored 1920’s car dealership in Salem that has been converted into a Full Classic car museum. This was the site of our “welcome reception” on day one, complete with a Dixieland jazz band. It was such fun to see all of our vintage cars take up the entire street in front of the museum as the city agreed to close the street for the occasion!

Grand Concours Awards to “Cars That Tell A Story”

Something else that we did that was new and exciting in Salem was to host a car show where judging was not based upon the rigid and ever more stringent “Grand Classic” standard of judging, but rather on “Concours judging. In our case, we focused on awarding trophies to “cars that tell a story”. In some cases, a car won on the basis of its extraordinary restoration; other awards may have been all about the rarity of a given car entry; another award may have been granted because of a combination of the two former points, yet perhaps also based upon the car’s unique provenance.

A team of highly respected CCCA members with known judging experience were selected as the judges, with Jim Cowin, president of the CCCA Educational Foundation, serving as the Head Judge. The Foundation supplied special “winner ribbons” and magnificent, art deco styled trophies for the five winning cars.

In the final analysis, the ‘Scenic Ohio’ CARavan and Grand Concours brought a tremendous diversity of Full Classics together from all around the nation and was a great testament to the CCCA’s registry of distinguished automobiles from that grand era of car making between to the two world wars of the 20th Century. 🚗





SEPTEMBER: TRI-STATE GRAND CLASSIC TAKING FLIGHT

Despite a lot of rain, great cars and a great venue brought people together

By Matt Harwood

Photos by Darrell Staggs, Mike Leahy, and Matt Harwood

September is hurricane season. Now that might not seem particularly relevant to those of us in the Great Lakes area, but I assure you, the remnants of Hurricane Helene definitely played a starring role in the Tri-Region Grand Classic held in Dayton on September 26-29. While our thoughts were with those who were truly stricken by the storm's furious power, the blanketing rain we faced all weekend was a constant reminder that not every shiny car is met by an equally shiny day.

Arriving Thursday afternoon, Melanie and I unloaded our 1935 Lincoln K and Mike Schott's all-original 1932 Packard 900 from the trailer under reasonably clear skies that made us optimistic. Other



cars started to trickle in; the fleet of rigs in the Marriott parking lot was evidence that some of the region's best hardware was on hand. Of note, a few hardy souls from out-of-state—Michigan's Rich and Mary Ray, Philip Fischer, and Lee and Floy Barthel along with back-seat guests Kent and Amy Jidov, plus Indiana's



Darrell and Patti Staggs—made the choice to drive their Full Classics to Dayton and were surely the most optimistic of us all. Almost everyone arrived in time for the evening garden party in the hotel's courtyard, where we warily watched the skies. But instead of rain we were treated to a flyover by a pair of massive USAF cargo jets that were so big that their flight seemed to defy the laws of physics. *Awesome!*



Sadly, our luck didn't hold and just as the garden party was wrapping up, rain started falling. It would not relent for the next 72 hours.

Friday morning we left the hotel at 9AM sharp, headed to the National Museum of the United States Air Force. Located adjacent to the Wright-Patterson Air Force Base (the source of those awesome jets from the night before), the museum is perhaps the world's greatest collection of flying machinery, dating from the very first days of aviation to the latest space technology. At this point, the weather was acting like it was angry at us, but the dauntless members of the CCCA suited up and motored across Dayton, many of them in ancient motorcars with windshield wipers that were merely a suggestion against the driving rain. Given the vastness of the Museum, we knew it would be impossible to see it all in a single day, but we scheduled our stop to allow participants to stay as long



as they pleased. Add in a wonderful buffet lunch under the wings of Cold War-era aircraft, and it was a visit that was often awe-inspiring and always educational. Standing at the foot of a mammoth Atlas rocket that seemed to tower into the low-hanging clouds was an experience I won't soon forget.



A second, optional stop that afternoon was the British Transportation Museum, which showcases some of Great Britain's more unusual hardware. In a charmingly cluttered warehouse, cars were stacked fender-to-fender, illustrating a British auto industry that was far more vast than many of us assume. Thanks to John Jones for making this visit possible.

Friday evening, Melanie and ORCCCA arranged a taco buffet and every single participant decided to join us rather than brave the elements to seek out other meal options. There was plenty of food, including some impromptu lemon squares that Melanie added to the dessert menu to satisfy those who missed them at the Air Force Museum luncheon. We realized that this was the essence of the CCCA: while the cars bring us together, the company is what makes the club special. Being forced indoors was no hardship at all.

Saturday morning gray skies continued to hang Email us: NorthernLights@ORCCCA.com

low over Dayton, the winds were strong enough to uproot a tree in front of the hotel, and the ever-present rain seemed to be made of droplets the size of grapes. Nevertheless, almost every Full Classic arrived at the



starting line in front of the hotel, prepared to make the short drive to Carillon Park where the Grand Classic would be held. A handful of others were delivered to the park in their trailers, and all but one drove onto the show field—a credit to the owners who decided to make this event a success regardless of the weather. Of note, even Bill and Rita Wybenga's plastic-wrapped 1929 Lincoln L sport phaeton motored onto the field under its own power, its first drive since the restoration was finished.



We envisioned sharing our cars with the public at Carillon Park, which is very much like Detroit's Greenfield Village with outdoor trade demonstrations, historic buildings, and even a working steam railroad. Fortunately, a Boy Scout jamboree was being held on-site, so we were greeted all day by waterlogged scouts of all ages and Melanie created a voting system using glass beads so that visitors could choose their favorite Full Classic. While attendance wasn't what we expected, a surprisingly steady stream of visitors eventually chose Barry Lowe's 1934 Packard Eight 2/4-Passenger Coupe as their favorite. It wasn't a surprise. The trophy, of course, was monogrammed umbrella.

Flight (continued)

We worked hard to make sure anyone who attended the event to have their car judged was able to do so, even going so far as to secure a dry spot under the



canopy in front of the hotel to judge Charles Mullen's stunning 1932 Packard 903 dual cowl phaeton. Under the watchful eye of head judge David Heinrichs, the judges did most of their job in the rain, evaluating a half-dozen cars to the best of their ability given the conditions. At midday, Melanie arranged to have box lunches delivered to the show field so nobody had to go hunting for a meal. Christine Snyder handled tabulation and did her usual excellent job.



By mid-afternoon, most of us were pretty soggy and ready for a hot shower and some dry clothes. One by one, the Full Classics motored back to the hotel, pausing for a photo in front of the park's vintage gas station. There wasn't a single casualty aside from the polished aluminum cylinder heads on our Lincoln acquiring some particularly nasty water spots. We loaded the cars into the trailer then headed inside to get cleaned up.

That evening, shuttle buses delivered us to the National Packard Museum for the awards banquet. After a cocktail hour among some truly amazing

Packards, we enjoyed a delicious buffet meal, a slide show of the day's events, and a brief awards ceremony where the award-winners were formally recognized. Everyone went back to the hotel tired and happy.



Melanie and I were extremely proud of the participants this weekend. They braved the weather and embraced the weekend's events. There were smiles and laughter where there might have been frowns and complaints. The events were ideal—indoors and engaging—and the Grand Classic went off without a hitch thanks to careful planning and a bunch of dedicated, hard-working volunteers. ORCCA is also grateful to Darrell Staggs and Mike Leahy for taking so many fantastic photos, and to John Jones and Jim Cowan for scouting the locations that made this event such a big success. 🚗



NOVEMBER: ORCCCA ANNUAL MEETING

BUSINESS TIME

A great turnout for ORCCCA's end-of-year wrap-up.

By Winton P. White

In his final act as Director, Margus Sweigard called the Annual Meeting to order and conducted club business. With reports from various club officers, the membership was able to get a clearer view of what makes this club work from the inside out.

Hosted by Christine Snyder at Stancato's Restaurant in Parma, Ohio, we had a surprisingly robust turnout of members. Of special note, newly-elected board members were sworn-in and outgoing board members made their final reports. We thank them all for their service to the club and helping to make our events successful. You can find a full list of the current club officers as well as their contact information on the first page of this issue.

The food and drink were excellent and entertainment was provided by pianist Duane Carlson. Better still, given the warm weather, more than a few Full Classics showed up in the parking lot (please forgive me for not taking any photos of them!).

Thanks for another great year, ORCCCA!



Outgoing director Margus Sweigard conducts business at the Annual Meeting



Socializing before the meeting.



Treasurer Frank Beard describes the club's financial health.

NOVEMBER: STAN HYWET VOLUNTEER APPRECIATION DINNER

MAKING IT HAPPEN

Thanking the many, many volunteers who help make the Father's Day show a big success

By Melanie Harwood

The only way the annual Father's Day Car Show happens is with the army of volunteers that work behind the scenes to make the show work. From helping with parking to our judges, we have more than 100 great people dedicating their time to making the show a success. Many of our volunteers don't even bring cars to the show, instead preferring to work behind the scenes and be a part of the nation's longest-running car show.

To thank these volunteers, the club provides them with a lunch at the show as well as a post-show thank-you dinner. Hosted by ORCCCA at the Harwood Motors showroom, they were treated to a fantastic barbecue meal, comraderie, and a big helping of gratitude from the club. This year we had more than 70 volunteers join us, and without exception, they expressed gratitude to be a part of such a great event.

Please remember to thank the volunteers that make our event such a success and if you're not already involved, why not join them and get a first-hand look at the show from behind the scenes?

Thanks to everyone who makes the Stan Hywet Father's Day Car Show such a big success each year—we couldn't do it without you! 🚗



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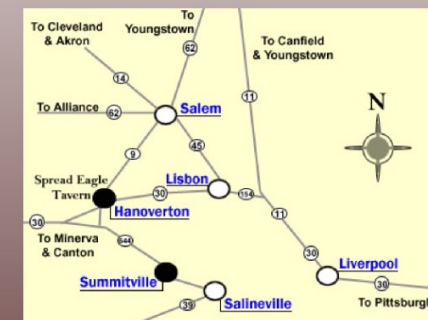
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