

Well Met in St. Louis
The CCCA annual meeting

History in Salem
Dave Johnson's Classic Car MiniMuseum

NORTHERN LIGHTS

Ohio Region Classic Car Club of America



SPRING of 2025

Highbeam Newsletter...

Be sure to check your email for our monthly newsletter of upcoming events.

If you haven't been getting the Highbeam, Contact Dolf Kämper: rudolfkamper@gmail.com, 443 977 6063



ORCCCA Events:

May 4-11 - "Horsing around in Amish Country." Wooster

May 18 - Stan Hywet Judging Seminar, Harwood Motors

May 25 - East Side Tour in the Metroparks, BBQ Poker Run, Mentor - Sweigards
margus.seigard@gmail.com

May 24 - Cleveland Yachting Club Boat Hop and non-judged car show, 1-4pm
Contact Lee Wolff for details, Full Classics preferred.

Jun (6) 7-8 Ault Park Concours, and ORCCCA trip, Cincinnati
Contact Lee Wolff for details.
Deadline for booking room at Hilton Garden Inn is May 10

June 15 - Father's Day Car Show, Stan Hywet, Akron

July 4 - Columbia Station Car Show

Aug - CLOCKtoberfest car show, music and food, Berea

Sep 13 - Cars are Stars and Cars and Coffee in Minerva

Oct 7-10 - Hershey Flea Market

Oct 19 - Clambake, Chris Snyder

...AND MORE TBA!

CCCA Events:

May 10, 9-1pm - Michigan Region Judging Seminar, Stahls Automotive Collection
Contact Terry Ernest 810 987 2854

May 30-Jun 1 - CCCA Experience, Hickory Corners

July 17-20 - Pontiac Michigan Grand Classic

Sep 7-14 - "Mainely A Caravan," New England Region

Board Schedule:

May 19, 6:30 - Dolf Kämper, Berea
Jun 9, 6:30 - Harwood Motors
Aug 4, 6:30 - Dave Gano, Salem
Sep 29, 6:30 - John Dunlap, Canton
Dec 7, 6:30 - Annual Meeting TBA

Board of Managers:

Chuck Loper, Director
David Heinrichs,
Asst. Director & Head Judge

Christine Snyder,
Secretary &
Editor, *Northern Lights*

John Dunlap, Treasurer

Jim Cowin, Bylaws committee

David Gano

David Johnson, Events committee

John Jones, Stan Hywet committee
Dolf Kämper,

Editor, *Highbeam* &
Northern Lights

Margus Sweigard,
Stan Hywet committee

Kathy Wolk

Lee Wolff, Events committee

Other Events:

Jul 4 - Gates Mills Parade, Chagrin Falls Car Show

Jul 17-19 - Arthritis Foundation Charity Auto Show, Dublin, Ohio

Aug 14-17 - Pebble Beach Car Show

Sep 11-16 - "Shakespeare, Eh?" Tour & show in Canada for CCCA Full Classics

Sep 14 - Molto Bella Car Show, Hale Farm

Sep 14 - Cobble Beach Concourse

From the Editors:

My fiancée Melissa, and two sons Hiero and Hannes, will be joining me for many of the great events this season, and we're all looking forward to the good company and fine automobiles.

This issue, my co-editor Chris Snyder and I are pleased to introduce a new series we've titled *Member Profile*. We all often admire each other's cars on the show field, but we rarely get the chance to hear the stories behind them—or the stories beyond them. We hope this feature will give you a glimpse into the lives, collections, and passions of our fellow members. If you have an interesting background, a unique hobby, or simply a good tale to tell, we'd love to hear from you.

Here's to a season of shared stories, well-set tables, and the continued pleasure of the open road. - Dolf Kämper

Message from the Director

It's a privilege to be part of a group so passionate about preserving, enjoying, and driving Full Classic automobiles. Just as exciting as my new role is the exceptional makeup of our board this year—we've got a dynamic team, full of energy and dedication, all committed to making this an outstanding season for our members.

We're planning a calendar full of high-quality events that promise to be fun, enriching, and engaging. From scenic drives and local tours to social gatherings and car showcases, each event is a chance to experience the joy of our Classics on the road and in the company of friends who share our enthusiasm. If you haven't already, now's the time to sign up—our summer schedule is full, and you won't want to miss it.

We're also pleased to welcome several new members to the club this year. It's wonderful to see fresh faces among us, and we look forward to getting to know you better at our upcoming events. Whether you're a longtime member or just getting started, this season promises something special for everyone. See you on the road! - Chuck Loper, Director

TABLE OF CONTENTS

4	Well Met in St. Louis CCCA Annual Meeting
8	History in Salem Dave Johnson's Classic Car MiniMuseum
12	Member Profile August Dino Alai
14	Automotive Etiquette From a 1921 Publication
15	From the Archives... Len Hummel's Prep Tips from 1962
18	Automotive Profile Gurney Nutting Coachbuilders
21	Club News Our New Bylaws!

Well Met in St. Louis

CCCA Annual Meeting



Chuck Loper and fiancée Denise Czack next to a Packard and a Rolls Royce

From Chuck Loper

Denise and I had the pleasure of attending the National Annual Meeting from Wednesday, March 26 through Saturday, March 29. It was a fantastic few days filled with familiar faces, meaningful discussions, and a strong showing from our region.

In total, twelve members from our club were in attendance, including myself and Denise, Christine Snyder, Lee and Pam Wolf, Jim and Gail Cowin, Dave and Kathy Gano, Dave Johnson, and Jim and Lucia Keller.



Our Ohio Region Members in attendance!



Vicki Zeiger and Senior Board Member, Steve Babinsky in front of a beautiful Duesenberg.

The welcome reception on Wednesday evening drew a vibrant crowd of over 200 attendees. I had the opportunity to meet Jim Lerums, the new Indiana Regional Director, and was pleasantly surprised to learn that John Leimkuehler—whom I know from the RROC—is now serving as the Pennsylvania Director.

Thursday morning brought the Annual Membership Meeting, where it was announced that 24 regions were represented and over 200 members registered. Chris Bott, Chair of the Nominating Committee, introduced the seven new national board members, and we were especially proud to see our very own Kathy Gano among them. Congratulations to Kathy on her new role! The incoming officers include President Fred Lax, Vice President Skip Tetz, Treasurer Grant Wilmer, and Publications Chair Vicki Zeiger. The Secretary position remains open, and John MacPherson was named the new National Chair for Regional Relations.



1936 Lancia Astura Cabriolet, Pinfarina body at the Mark Hyman Showroom



Beautiful Lagonda and Rolls Royce at the Stephen Brauer Collection

The meeting also included encouraging news: the national P&L remains strong, with a \$53,000 surplus in the last fiscal year—marking five consecutive years in the black. Later that day, a special session for new national directors was hosted by John MacPherson, with enthusiastic discussions about the future. Notably, next year’s national meeting will take place in French Lick, Indiana on July 19, 2026.

Much of the conversation centered on youth engagement. Ideas like hosting a “Car-B-Q” for local tech schools were well-received, and John encouraged all regions to consider similar outreach. That afternoon, we toured the Brauer Collection—an extraordinary display of full classics, sports cars, and a stunning lineup of Rolls-Royces.

Friday began with a Regional Relations meeting led by MacPherson, which tackled important questions: Are we involving our own families in the hobby? Are we mentoring the next generation on how to care for—and drive—these vintage vehicles? Conversations covered everything from recruitment kits to offering “Ride in the Car” programs for young people, and even partnering with tech schools to offer sponsorships. There was also debate about email versus hard-copy communication, and social media’s role in attracting younger members. John plans to begin bi-monthly Zoom sessions with all regional directors to further share ideas.



4 Ladies in Black and White Polka Dots!
Billi Carey, Heather Clark and Our own Chris Snyder



That afternoon, a meeting on vehicle classifications sparked some humorous moments but ultimately concluded with no significant changes. The rest of the day featured a delightful lunch at the Anheuser-Busch Brewery and dinner at the Hyman Collection, capped off by the awards banquet.

Saturday’s car show was dampened by weather, but the cars that did brave the rain were spectacular. By noon, we were packed up and headed home to Cleveland, hearts full from a rewarding and energizing week.

Pam Wolff (also sporting the dots) and Lee with a Rolls-Royce

Scores and Standings of Regional Awards

Membership Stability & Growth Award

San Diego/Palm Springs 1.

Metro 2.

Ohio 3.

Activities & Performance Award

Michigan 1.

Ohio 2.

Spirit of St. Louis 3.

Bigelow Distinguished Record of Overall Performance

Metro 1.

Ohio 2.

Indiana 3.

Turnquist Publication Award for regions over 100 members

Senior, Pacific Northwest 1.

Senior, Michigan-Canada 2.

Primary, Florida 1.

Primary, Southern California 2.

Primary, Indiana 3.

McManus Publication Award for regions 100 or fewer

Colorado 1.

Wisconsin 2.

Oregon 3.

Chuck Conrad Website Award

New England 1.

Ohio 2.

Spirit of St. Louis 3.

Tarnopol CARavan Award (percentage of participation)

Metro 1.

Indiana 2.

Upper Midwest 3.

..Ohio 6.

Dietrich Award (Percentage of members at annual meeting)

Southern California 1.

San Diego/Palm Springs 2.

Northern California 3.

..Ohio 9.

Technical Award for Restoration & Maintenance

Pacific Northwest 1. Wisconsin 1.

Indiana 2.

Michigan 3.

..Ohio 8.

Steiner Grand Classic Award (percentage of participation)

Colonial 1.

Indiana 2.

Delaware 3.

..Ohio 8.

Judges & Tabulator Award

Ohio 1. Colonial 2. Metro 3.



Chris Snyder with a Clydesdale at the Budweiser Factory



Ohio Region members, Jim Keller (in a nice shirt), Lucia Cires, Gail and Jim Cowin, with National Secretary Toni Pantoja in front of the Duesenberg



Dave Johnson's Classic Car Museum in Salem, Ohio

A 1920's-Era Chrysler Dealership Converted to a Classic Car MiniMuseum

From David Johnson

A few years ago, I learned that one of Salem's former landmark car dealerships was for sale. Built in 1925 as one of Chrysler's first 100 automobile dealerships and lasting at this residential neighborhood location through the late 1970's, I thought that it would make the perfect site for a classic car museum of my own. After a little more than a year in restoration, I re-christened the building, repurposing it for my own small collection of *Full Classic* automobiles, with some historic "tie-ins" to Salem's rich industrial past.

Mullins Boat Company and Walter Chrysler

The story of this Chrysler dealership starts with Salem's fabled Mullins Manufacturing Company which manufactured automotive body parts and other things, including the first ever "headlamp-in-fender" Pierce Arrow fenders. Mullins also had a boat division, where they manufactured a series of upscaled, "all steel" boats. The famous Walter P. Chrysler owned one at his summer home in Chautauqua, New York. In speaking to W. H. Mullins one day, Chrysler asked if Mullins could dispatch the "best Mullins boat mechanic you have" to service Mr. Chrysler's Mullins boat in Chautauqua at the beginning of the summer boating season. So, Mullins sent his best man, named Joe Smith.

After a few summers of working with Walter Chrysler and his Mullins boat, Smith became friends with Mr. Chrysler. One day, in 1925, Walter Chrysler was said to have called young Joe Smith with the news that he would be starting a new automobile company bearing his name. Mr. Chrysler asked Joe, "How would you like to be among my *first* car dealers in the nation"? And so it happened!

Smith somehow secured enough financing to buy the house next to his residence on Third Street in Salem. He razed that house and erected his very own new, brick car dealership. As the business expanded, Smith bought the land across the Street and erected a modern and up-to-date brick mechanics and body shop. After World War II, he added a second floor with six apartments for servicemen coming home from the war. There was apparently a shortage of rental properties in town at that time and Mr. Smith made it his objective to meet that demand.

Over time, the Smith Chrysler Plymouth car dealership flourished. Ever the entrepreneur, Mr. Smith eventually added gasoline fuel pumps out in front of the car dealership. He would be a "one stop shop" for anything the customer may need for his Chrysler motorcar.

Ironically, I used to walk by this car dealership on my way to and from Salem's middle school in the mid-1970's. About that time, I was a newspaper boy and delivered *The Salem News* to the home of none other than the elderly Mr. Joe Smith

The Re-Christening

Fast forward to the year 2023. I was pretty much out of space at my own little 8-car "carriage house" at home and was looking toward expanding my collection when I learned of the availability of the old Smith Chrysler Plymouth dealership building. Chrysler had moved out of this site decades earlier and the building had been used only intermittently by various tenants. It was sort of a wreck.

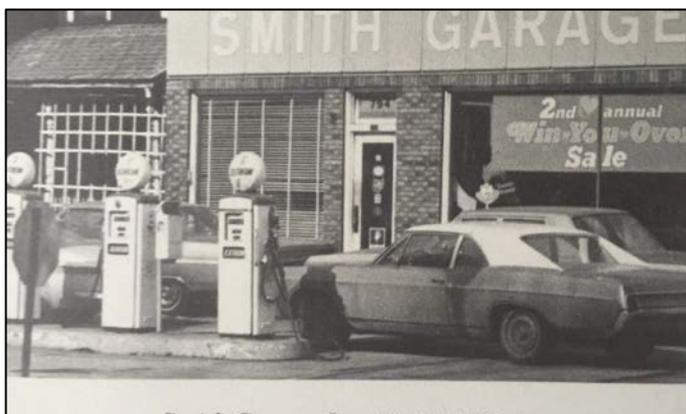
I figured it would be a bit of a project to restore it into the sort of place I'd want to house *Full Classic* automobiles. Nevertheless, I struck the deal, bought the building and immediately set out to bring the space back to life and to re-christen it as a museum for great cars of the pre-WWII era and a bit of Salem history as well.



A page from the Mullins Company Catalog, C. 1923



Joe Smith and his son



Smith Garage, C. 1970

So, I gutted the entire inside of the roughly 3,200 square feet of all free-span space (no columns). I also extended the ceiling up 13 or 14 feet in height. The more that I got into the project, the more excited I became with the prospects of bringing this place back to a 1920's era automobile structure. My plan was *not* to restore the structure as a mechanics/body shop, but rather more like a large automobile dealership showroom. We added a few storage rooms, a bathroom, and a small kitchenette/bar area for functionality.



Lincolns and Packards with Period globes and Art Deco mosaics

In the process of all of this, I was able to secure some fabulous old industrial pendant lights that came out of the former Deming Pump Company's shop floor, one of Salem's historical leading manufacturing firms, long ago defunct. I had these refinished, powder-coated and re-electrified.

Classic Ceramics

Of course, the most notable improvement I would make to the facility was the addition of *Summitville* quarry tile throughout, with dark brown & cream colored tiles installed in a diagonal checkerboard pattern, with hand-cut geometric borders.





1886 Benz Patent Motorwagen replica, on classic tiles



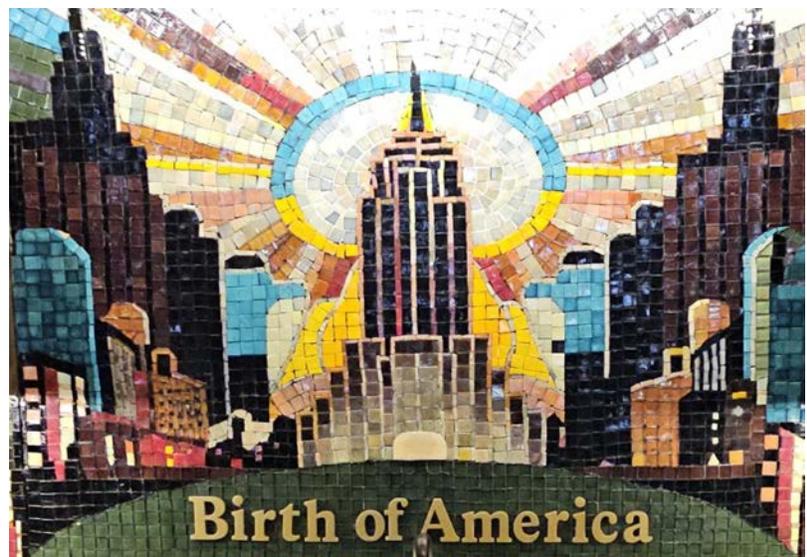
CCCA Cocktail Hour 2024

In the kitchen/bar and bathroom areas, we installed hand-cut geometric tiles that are in the form of “bow ties.” I was inspired by Thomas Edison’s home in West Orange, New Jersey that I had seen at a car show.

All of the tile patterns are period correct to the 1920’s & 1930’s and have the “look” that you can see still today in some of the most notable carriage houses of that era. It gives one an “old world” feel that is very much in keeping with the *Full Classic* automobiles that are now resting on these floors.

A Work in Progress – But Filling Up with Full Classics!

Some cabinets have been added, a spectacular art deco mosaic mural has been installed in the bar, some cloth tapestries of “old Salem” have been erected on walls, and I have been adding to my collection of vintage autos. We have already hosted a mini-grand opening last summer when I hosted the CCCA for a Mini-CARavan. I suspect there will be many more such celebrations in the days and years ahead.



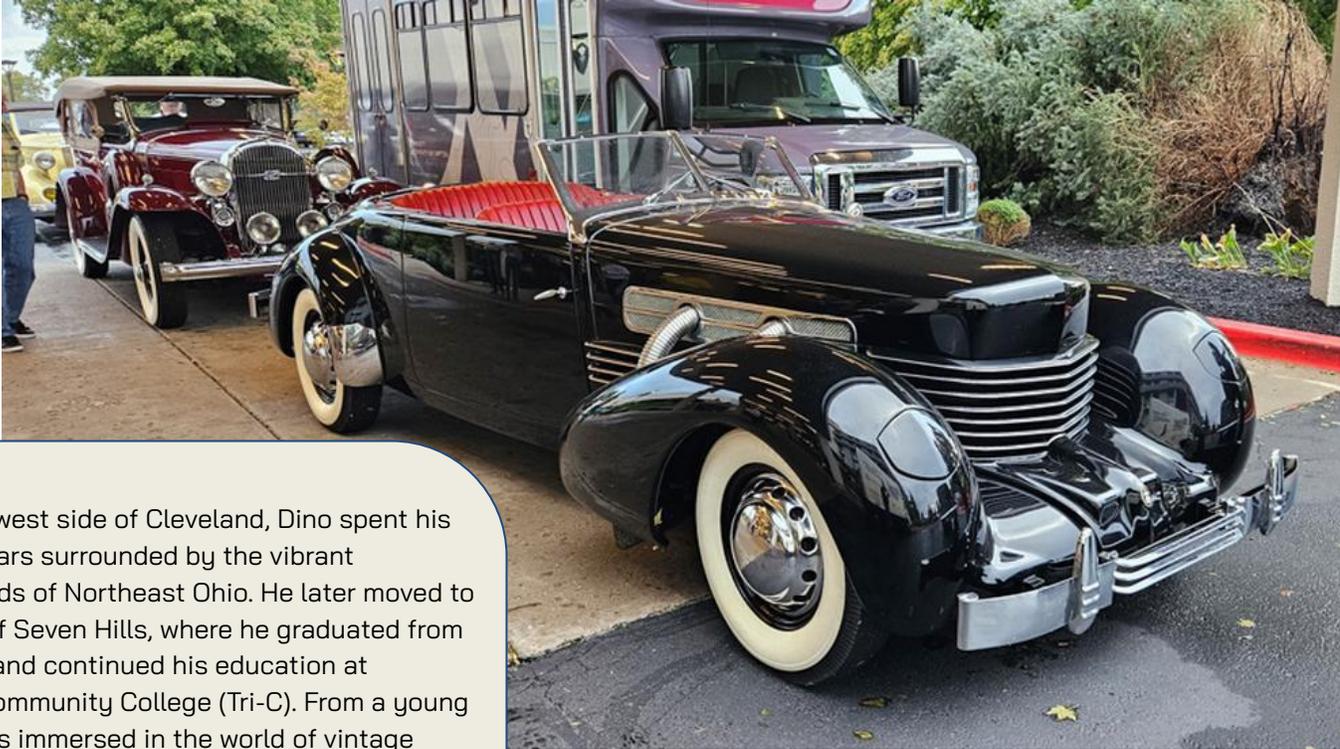


Member Profile

Within the world of classic car enthusiasts, there is often a common refrain—concern that younger generations aren't picking up the passion for vintage automobiles in the same way their predecessors did. Yet, individuals like August Dino Alai, known to most simply as “Dino,” serve as enduring proof that the love for timeless vehicles can span decades and generations alike.

Dino's fascination with classic cars began early in life and has remained a constant force throughout the years. He joined the Classic Car Club of America, along with the Northern Ohio Region of the club, over 32 years ago—cementing his lifelong commitment to preserving automotive history.

Meet our member
August “Dino” Alai



Dino's stunning 1937 Cord at the 2024 Ohio Grand Classic (photo, Matt Harwood)

Born on the west side of Cleveland, Dino spent his formative years surrounded by the vibrant neighborhoods of Northeast Ohio. He later moved to the suburb of Seven Hills, where he graduated from high school and continued his education at Cuyahoga Community College (Tri-C). From a young age, Dino was immersed in the world of vintage automobiles, thanks in large part to his father, Gus. Gus was also a Classic Car Club member before his passing and was instrumental in shaping Dino's early appreciation for the old car hobby. Their home was filled with well-worn car magazines and collector publications, which Dino would eagerly read while daydreaming about the day he'd own a classic of his own.

That dream started to materialize in 1971 when a very eager 14-year-old Dino couldn't resist the temptation of taking a 1966 Cadillac out for an unauthorized joyride—a memory that still brings a smile. By 1973, now of legal driving age, Dino purchased his first car: a bold 1968 Pontiac GTO. Not long after came a 1969 Dodge Charger. So impactful were those early experiences that he chose a 1966 Chevrolet Impala as his ride to the high school prom—a fitting symbol of his deepening automotive passion.

One pivotal moment in Dino's car journey came during a family outing in 1972 to the Crawford Auto Show at Hale Farm and Village. It was there he laid eyes on two remarkable vehicles: Al Ferrara's 1931 Duesenberg Touring Car with a Derham body, and Joan Kamper's elegant 1927 Lincoln L Sport Phaeton. These iconic automobiles left a lasting impression on young Dino, solidifying his determination to someday own a Full Classic.

That dream became a shared mission with his father, and together they acquired several prized Full Classics over the years,

including a 1937 Packard Limousine and a 1937 Lincoln with a Judkins body. Today, Dino's collection continues to reflect his refined automotive taste, with a stunning 1941 Cadillac Convertible, a 1937 Cord Phaeton, and a 1929 Franklin with a Dietrich body among his current lineup.

Dino's passion for craftsmanship extends beyond cars. Professionally, he began working at a young age in his family's construction business. After gaining years of hands-on experience, he went on to establish his own general contracting company, which he still operates successfully today.

Beyond his professional and automotive pursuits, Dino enjoys collecting motorcycles, model trains and military memorabilia—hobbies that reflect his appreciation for history, detail, and storytelling, as well as his passion for speed and engineering.

Dino shares his life with his wife Kelly, and together they enjoy a rich family life that includes several children and grandchildren. A particularly cherished family memory was their recent trip to the Auburn, Cord, Duesenberg Festival, where multiple generations of the Alai family experienced the thrill of riding in the parade—an unforgettable moment for a family steeped in appreciation for automotive excellence.

For Dino Alai, the classic car hobby is more than a pastime—it's a legacy of family, passion, and history, kept alive one car at a time

Automotive Etiquette of 1921

Is it still for today's drivers?

When a man, driving an automobile, stops his car to take a woman friend into the seat beside him, he dismounts to do so, and remounts from the other side after the lady has gained her place

If access to his seat may only be gained by passing before her, he may either step across her feet with an apology or take his place first, leaving her to mount to her's unaided.

The owner of a car always dismounts to assist women passengers to their seats in the tonneau, and takes pains to see that they are all comfortably settled and provided with sufficient wraps, nor does he start his car until they have assured him that they are in readiness.

When driving in an open car, a man asks permission of any woman who is with him before venturing to smoke. Even then, he makes this request only when driving on country roads and with women who are friends of long standing or members of his family, and never in a closed car.

Whether driving himself or being driven by a friend of either sex who returns the bow of passing acquaintances, he does not fail to lift his hat each time the person beside him bows. The driver of a car, if his hands are too fully occupied for him to lift his hat, achieves an effect duly courteous by giving a bow with a military salute.

On stopping his car for the descent of its occupants, a man steps down first and holds the door open for his guests, assisting them with any wraps or packages they may have

-Taken from "Encyclopedia of Etiquette," by Emily Holb, Published 1921





From the Archives...

Len Hummel's Prep Tips from 1962

Here's an article taken from our region's 1962 publication. Len Hummel (father of current member Carl Hummel) gives us a rundown of some basic mechanics. Let us know your thoughts on anything that might have changed.

By Len Hummel

Start with the battery. Remove it from the car and wash it off thoroughly with a water hose—no soap, no soda, just water. Clean the battery posts and cable ends until the metal is bright and shiny. Be sure to check the ground cable where it bolts to the frame. Take it off and clean that contact down to bare metal as well. If your car turns over slowly when hot, consider running an extra cable from the frame connection directly to a good ground at one of the starter bolts. But don't run a "cheater cable" directly from the battery ground to the starter, bypassing the frame—it may work, but it'll be hard on your light bulbs.



While you're in the electrical system, have your generator's charge rate checked. Keep in mind, a warm battery will accept a higher charge than a cold one. Batteries are relatively tough and likely to be just a few years old—easy enough to replace. But your generator may be decades old and irreplaceable. So, favor the generator. A voltage setting of 7.2 volts and a current setting of 24 amps has served me well. You may need to top off the battery charge occasionally, but that's far easier than trying to find a new generator on the road.

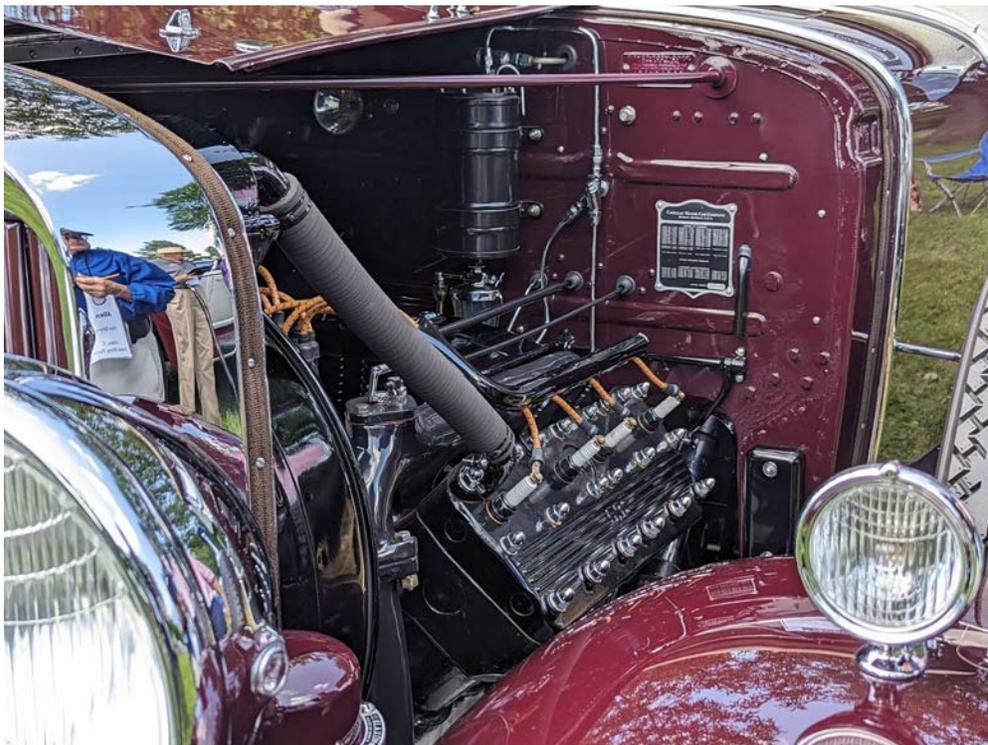
Next, check the cooling system. Make sure the radiator doesn't leak, and inspect the hoses, fan belt, and water pump. The pump moves water to the top of the radiator, where it depends on gravity to flow through and return to the pump via the lower hose, then through the engine and back around again.

Heating problems can be tricky, but here are a few clues. With the engine warm, feel the radiator—top, bottom, and both sides. The temperature should be roughly the same throughout. If it's much hotter at the top, your radiator may be plugged.

If the engine overheats while you're driving, check the lower hose; it might be collapsing and choking circulation. Overheating at idle can be blamed on a missing fan shroud, a worn-out water pump impeller, a loose fan belt, or simply a fan that's sitting too far back from the radiator.

If your trouble strikes away from home, it's often due to a restricted radiator. The water pump may be pushing coolant to the top of the radiator faster than it can flow through, forcing overflow from the cooling system. After this cycle repeats, your coolant level drops.

Here's a temporary roadside fix you can add to your repair kit: measure the inside diameter of the upper radiator hose—it might range from two inches down to one and a quarter. Turn a two-inch block of wood on a lathe to fit snugly inside that hose. Then bore a hole through it— $\frac{3}{4}$ " for a $\frac{1}{4}$ " hose, 1" for a $\frac{1}{2}$ " hose, and $\frac{1}{2}$ " for a 2" hose. It's not a bad idea to carry a few sizes. The idea is that this restriction limits the amount of coolant reaching the top tank, keeping more fluid in the system and preventing excessive loss. It will make your engine run hotter—but not dangerously so. This is not meant to be a permanent repair, only a clever way to get yourself home without boiling over.



As for cooling system cleaners you pour in and drive around with? In my opinion, that's trading one kind of trouble for another. The real cure is to pull the radiator, take it to a good shop, have it cleaned, and make any necessary repairs. When reinstalling, use new hoses—preferably the flexible type. They're far less likely to tear out the top or bottom connections, and if you do the job right, you shouldn't have any more trouble at all.

At this point, you have a good battery to start the car and a good cooling system to keep it cool. If you are having trouble, here is a checklist that might be of some small help to you

To sum up cooling systems, remember:

1. The radiator cools the water.
2. The fan belt drives the fan that pulls in the air that cools the water.
3. The hoses transfer the water from the engine to the radiator.
4. The thermostat controls the temperature of the water. (Thermostats are like automatic chokes--they get blamed for all cooling system troubles.)
5. Antifreeze---I prefer permanent, it weighs more, circulates better and cools faster. Methanol-based antifreezes are lighter, they do not circulate as well, thus do not do as good a job of cooking.
6. If permanent antifreeze gets into the oil, you have trouble. It can be repaired by pulling the engine down and cleaning. On the other hand, if the methanol type evaporates, the engine could freeze up and crack the block, or head, or both. This can also be rectified---by getting another engine

Engine runs rough or surges while driving down the highway--can be caused by:

1. Carburetor float level set low
2. Main carburetor jets too small
3. Ignition timing advanced too far
4. Intake manifold leak
5. Distributor vacuum advance leaking

Engine stumbles on acceleration:

1. Acceleration pump circuit not working
2. High fuel level in carburetor
3. Dirty air cleaner
4. Ignition timing slow

Engine miss under load:

1. Dirty or worn out spark plugs
2. Defective spark plug wires
3. Defective distributor cap
4. Burned valve (generally exhaust)
5. Ignition point gap too wide (sooner or later I had to blame points)
6. Carbon deposit on spark plugs causing pre-ignitio

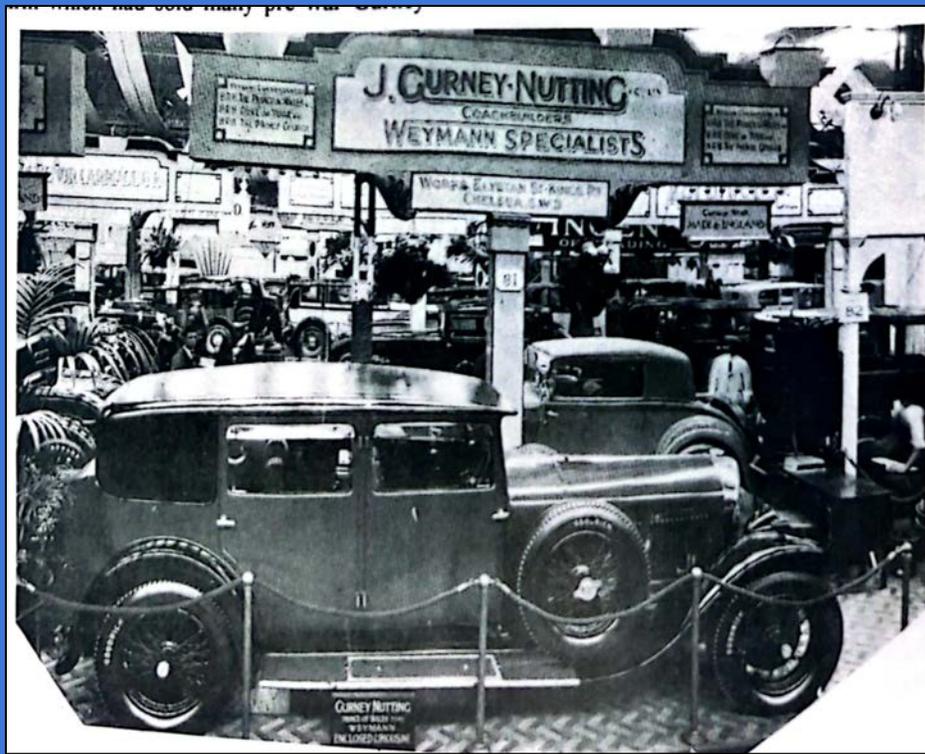
Engine rough while idling:

1. Carburetor idle mixture out of adjustment
2. Spark plug gap too narrow
3. Valves adjusted too close
4. Burned valve
5. Defective head gasket
6. Carburetor float level too high
7. Carburetor float leaking
8. Fuel pump building too much pressure (not on a Packard 12)

Engine stops at highway speeds:

1. Out of gas
2. Vapor lock
3. Dirt in carburetor slugging main jets
4. Plugged fuel filter
5. Gas cap vent closed
6. Poor connection between battery and distributor
7. Poor connection at battery
8. Ammeter
9. Ignition switch





Automotive Profile

Gurney Nutting Coachbuilder

From Christine Snyder

We know that a number of custom automotive coachbuilders began by building coaches or horse-drawn carriages. It was natural for companies like Barker and Hooper in Europe to transition into building custom automobile bodies. However, the growing demand for custom bodies also attracted some less experienced entrepreneurs eager to jump on the bandwagon. One of these latecomers, with the least promising background, was J. Gurney Nutting of England.

Gurney Nutting was neither an artist nor an engineer. He had become enormously wealthy by making and selling huts to the British Army during World War I. When that need subsided, he partnered with a man named Cresswell, took over the old Marlborough Carriage Works, and set about building car bodies.

The new team understood the concept of coachbuilding, but executing their ideas was another matter. Skilled craftsmen were essential. Fortunately for Gurney Nutting, there was an abundance of such craftsmen willing to work for low wages after the war. Even so, with a neophyte company, success could take time. However, Gurney Nutting Ltd. had a vision that was ahead of its time. Only one year after the company's founding, it exhibited two interesting vehicles at the London Auto Show, including a very sporty, compact doctor's coupe designed with the customer's comfort and convenience in mind.

The next year, Gurney Nutting had made even more progress. All-weather bodies were becoming fashionable (as opposed to the separate winter and summer bodies that had been standard before the war). Flapping side curtains were increasingly seen as undesirable, but few improvements had been found—until the 1921 car show, where Gurney Nutting unveiled its "patent utility seven-seater body." This all-weather body offered the best of both worlds: resembling a sedan with the top and windows up, and transforming into a truly open car when the top was folded back, the windows dropped into the doors, and the window pillars folded flush with the body panels.

Two key events propelled Gurney Nutting to the top ranks of custom bodybuilders. The first was the company's early adoption of the Weymann fabric body (see Northern Lights Vol. 41-4). Weymann's lightweight, flexible bodies became enormously popular in Europe, though many established coachbuilders rejected them, seeing the technique as a threat to traditional craftsmanship. Ever the visionary, Gurney Nutting took out one of the first Weymann licenses.

The second event was the hiring of a brilliant young Scottish designer, A. F. McNeil, who would stay with the company until its demise. McNeil's innovative and balanced designs, applied even within the limitations of Weymann's construction techniques, helped Gurney Nutting create some of the most sought-after bodies on chassis such as Delage, Lagonda, Bentley, and Hispano-Suiza. Each vehicle bore subtle individual touches in shape, trim, and color.

The Royal House of Windsor played an enormous role in Gurney Nutting's rise. Prince Albert, Duke of York, commissioned a Weymann-bodied 21 HP Lanchester, a luxurious and understated sedan. Pleased with the result, the Prince encouraged other royal family members to do likewise. Prince George and Edward, the Prince of Wales, both ordered Gurney Nutting bodies. Edward's choice—a black 4½-liter Bentley close-coupled sedan with a high waistline, shallow windows, and a thin red line around each wheel disc—cemented Gurney Nutting's reputation. The "Prince of Wales" body style, regardless of chassis, became a bestseller.

In 1929, two major challenges emerged that could have devastated Gurney Nutting. The first was the onset of the global depression; the second was the decline of the Weymann fabric body. Fabric bodies showed wear quickly and could not accommodate the sweeping curves becoming fashionable in the 1930s. Yet Gurney Nutting once again anticipated change. By 1930, the company had transitioned largely to metal bodies in the new curved styles. A signature feature—a deep chrome-plated beading strip running the car's length—was introduced at this time.



1932 Rolls-Royce 20/25 HP Sports Saloon by Gurney Nutting



1937 Bentley 4.25 litre Drophead Coupe by Gurney Nutting

Through the 1930s, McNeil's designs and Gurney Nutting's craftsmanship combined to produce some of the finest examples of custom coachbuilding. The company's luxury cars, blending practicality and elegance, remain stunning even today. Among their most memorable works were the 1933 Delage, capable of 100 MPH, with trunk, rear end, and rear fenders pressed from a single piece of metal, and a Rolls-Royce Continental fastback—far more graceful than Park-Ward's 3½-liter Bentley fastback of the same era. Gurney Nutting also designed Sir Malcolm Campbell's 301 MPH "Bluebird" racecar.

Despite the economic hardships, Gurney Nutting thrived, even attracting a new royal clientele: the princes and maharajas of India. They commissioned vehicles like a 1936 Lagonda two-door drophead coupe with a sweeping tail and chrome-plated speed-flashes, as well as custom Duesenbergs, Hispano-Suizas, and Bentleys.

The mid-1930s were marked by especially notable Rolls-Royce and Bentley designs, including the 25/30 Rolls-Royce Sedan de Ville. One such car was supplied to Prince Birabongse of Siam in 1938.

Sadly, one world war had given birth to Gurney Nutting Ltd., and another would bring its end. With the outbreak of World War II, coachbuilding was suspended. Gurney Nutting and other firms turned their efforts toward the war industry.

After the war, the world had changed. Materials and customers were scarce. Gurney Nutting himself was in poor health, and the company was taken over by Jack Barclay Ltd., a firm that had sold many pre-war Gurney Nutting cars. J. Gurney Nutting died in 1946. Under the Jack Barclay/James Young name, the company survived briefly, mainly repairing cars. A few late attempts at coachbuilding, like a 1948 Bentley Sedan de Ville with unusual oval windows, were made, but the golden era of J. Gurney Nutting Ltd. was over.

Nevertheless, the beautiful artistry of Gurney Nutting and other classic coachbuilders lives on, celebrated and preserved by aficionados of the classic car world.

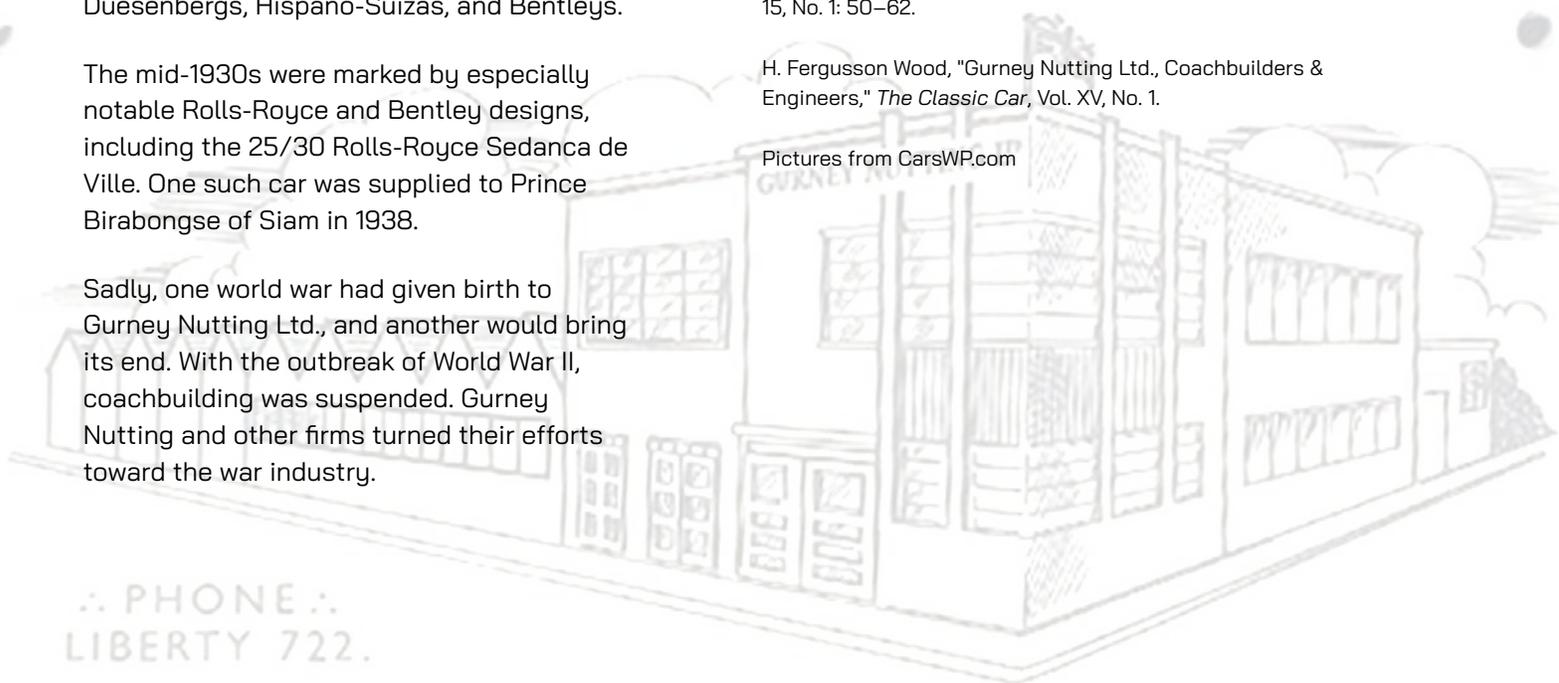
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Pictures from CarsWP.com



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GURNEY · NUTTING · LTD.

COACHBUILDERS & ENGINEERS

LOMBARD ROAD, · MORDEN ROAD,
LONDON, S.W. 19.

Club News

Our NEW ORCCCA Bylaws...

Constitution and Bylaws of ORCCCA

ARTICLE I – NAME AND PURPOSE AND REGIONAL INTENTION

SECTION I – NAME

The name of the Club shall be: *Ohio Region Classic Car Club of America*.

SECTION II - PURPOSE

The purposes for which the Club is founded are: for the development, education, publication, and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign and domestic motor cars built between and including the years 1915 and 1948 and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social exchange and fellowship among its members, and to maintain references upon and encourage the maintenance, restoration and preservation of such Classic cars.

The term "**Full Classic® Cars**" as used here shall mean those cars classified as Classic by the Club.

SECTION III – REGIONAL INTENTION

It is the Ohio Region of the Classic Car Club of America's INTENTION to focus its energies and resources on increasing its membership and passion for Full Classic® automobiles by engaging the public through marketing and educational events.

We may do this through our flagship program, the Father's Day Show, and through partnerships with other Pre-War Clubs and by inviting members of the public to participate in very intentional ORCCCA programs and events where their participation may expose them to Full Classic® automobiles.

ARTICLE II – MEMBERSHIP AND MEMBERS

SECTION I – TYPES OF MEMBERSHIP

A. ACTIVE MEMBERSHIP.

Open to any person who supports the club's purpose. Must be a member of the NATIONAL Classic Car Club of America. Car ownership is not required. Membership is established upon application and dues payment to the national office, and the ORCCCA Board assigns a sponsor.

B. ASSOCIATE MEMBERSHIP.

Open to a person chosen by an Active Member. Includes all privileges except publications. Ends when the Active Membership ends.

C. OTHER TYPES.

As determined by the Board of Managers.

D. GIFT MEMBERSHIPS.

Current members are encouraged to gift one-year memberships to family and friends.

SECTION II – DUES

Determined by the Board of Managers. National membership required before regional membership.

- Dues payable by January 1 annually. Failure to pay within a month results in termination.
- Reinstatement through usual membership procedures. Forms available on the ORCCCA or national website.

SECTION III – DECORUM

To maintain a welcoming and respectful environment:

- **Respectful Conduct:** No harassment, discrimination, or offensive behavior.
- **Appropriate Attire:** Dress to suit occasions; formal wear may be required.
- **Compliance:** Must follow club rules and laws.
- **Enforcement:** The Board can expel members for cause.

ARTICLE III – MANAGERS

SECTION I – BOARD OF MANAGERS

Governs the Club. Quorum is half the number of elected managers. Majority rules unless otherwise required (e.g., property transactions require 3/4 majority).

SECTION II – MANAGERS

- **Eligibility:** Must be in good standing with ORCCCA and national CCCA. Ideally owns or maintains a Full Classic®.
- **A. Nomination:** Handled by a committee (1 Board member + 2 general members).
- **B. Ballots:** Sent to all members. Must be signed and postmarked 5 days before the Annual Meeting. Online voting available.
- **C. Counting:** Done by the committee before the Annual Meeting.
- **D. Filling Vacancies:** Director may appoint replacements with Board consent.
- **E. Number:** 12 Managers, adjustable between 9 and 12 by amendment. Max two 3-year terms, followed by 1-year break.
- **F. Terms:** Start at conclusion of the Annual Meeting.

SECTION III – ELECTION OF OFFICERS

Officers (Director, Assistant Director, Treasurer, Secretary) elected immediately following the Annual Meeting by the new board.

ARTICLE IV – OFFICERS AND AGENTS

SECTION I – COMPOSITION

- Officers: Director, Assistant Director, Secretary, Treasurer (2-year terms).
- Elections held after the Annual Meeting or shortly thereafter.
- Vacancies filled by nominations and votes at Board meetings.

SECTION II – DIRECTOR

Principal officer. Presides at meetings, ex-officio on all committees. May sign official documents. May sign checks in Treasurer's absence.

SECTION C – ASSISTANT DIRECTOR

Acts in Director's absence until next Board meeting. Supports the Director and assumes duties as needed.

SECTION D – SECRETARY

Maintains minutes, issues notices, keeps records, member contact info, and performs related duties.

SECTION E – TREASURER

Handles finances, maintains books, presents budget, manages funds, prepares tax filings. May be bonded if required by the Board.

SECTION F – ASSISTANT TREASURERS/SECRETARIES

Appointed to assist main officers. No Board vote unless already elected Manager. May be bonded if required.

SECTION G – STANDING COMMITTEES

Board appoints at least one Manager to each:

1. Nominating
2. Bylaws
3. Membership
4. Events
5. Marketing
6. Technical Services/Education

Reports due before each Board meeting. Chairs may be non-Board members.

SECTION H – CONFLICTS OF INTEREST

No club leader may profit from club membership or proprietary information. This includes emails, contact lists, marketing materials, etc.

ARTICLE V – MEETINGS

SECTION I – MEETINGS

Held at convenient times/places. Minimum of 6 per year.

- **A. Attendance:** Missing 2 unexcused or fewer than 5 meetings removes a Manager.
- **B. National Meeting:** Director attends and is reimbursed with receipts. Must submit a report.
- **C. Annual Meeting:** Held by Dec 30 each year. Notice sent 30 days prior. Quorum = those present. Agenda items must be submitted 10 days in advance.
- **D. Conduct:** Governed by *Robert's Rules of Order*. Club follows national CCCA bylaws and principles.

FINAL THOUGHTS, from your editors...

...If you ever feel like you're just spinning your wheels, or that what you do doesn't matter. Just remember: Somewhere in Germany there is a man whose job it is to put turning signals on BMWs

