

The DASHBOARD

Summer 2016



The Magazine of the Greater Illinois Region of the
Classic Car Club of America

We dream of roaring engines
of metal, rubber, the smell of exhaust
of a car that does more than A to B
it stirs the soul

It's not some pie-in-the-sky dream
it's the dream we earned
the dream we live
the dream we'll pass on

BECAUSE LIFE'S BETTER IN A CLASSIC



We believe in keeping the dream of classics alive. That's why we do everything we do: insurance and roadside service tailored to classics, classic vehicle valuation tools, *Hagerty Classic Cars* magazine and more. Do you dream of classics? Join us and learn more at Hagerty.com.

800.922.4050 | LOCAL AGENT | HAGERTY.COM

HAGERTY
CLASSIC CAR INSURANCE

Hagerty is a registered trademark of The Hagerty Group, LLC © 2014 The Hagerty Group, LLC.

Inside This Issue

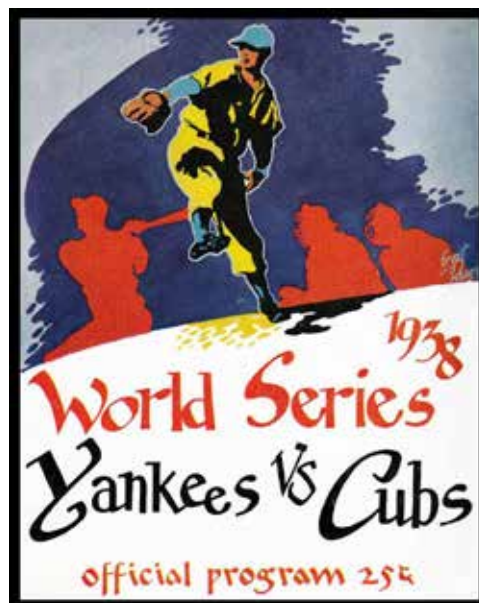
Summer 2016

Upcoming Events	3
Letter from the Director	4
Memorial Pages	5-7
Roaming Rockford - May, 2016 pages	8 - 10



Marty Christofano's 1929 Buick 26S Series 116

Annual Fathers Day Oakbrook Show pages	12 - 14
Cover Car	16-21
Supercharged	22-23
If You're Near Lane Museum, Nashville	24-27
The Story Behind	28
Barn Finds	29
List of Approved Classics	31
From the Rumble Seat Editor's Page	32



Cover Car Year: 1938

Annual Advertising Rates

Dashboard

Glossy full color magazine Published 3x yearly
(April, Aug, Dec)

Full Page	\$750
1/2 page	\$400
1/4 page	\$300
Business Card	\$100

Up To Speed

Black & White Newsletter published 6 x per year

1/2 page	\$300
1/4 page	\$200
Business Card	\$150

Combined Annual Rates

Full page	\$950
1/2 page	\$500
1/4 page	\$400

Make checks payable to: Greater Illinois Region CCCA
Mail to: Maureen Blevins, Publications Editor

1531 W. Maple Rd.,
New Lenox, IL 60451

Please call Maureen Blevins, 815-483-8216 for print specifications, ad deadlines, or if you wish to discuss advertising scenarios not covered above



Visit us on the web:
<http://girccca.wix.com/dashboard>



Like us on Facebook: **Greater IL
Region - Classic Car Club of America**

Are you confident
the financial advice
you've received is in
your best interest?

Smith Financial
Advisors does not sell
products and receives
no commission. Our
goal is to help you meet
your financial goals.

Whether you need
a periodic financial
checkup or are
looking for investment
management service,
our fee-only structure
ensures you will
receive objective
financial advice.



SMITH
FINANCIAL ADVISORS INC.

1755 South Naperville Rd.,
Suite One Hundred
Wheaton, Illinois 60187
phone: (630) 510-3262 • fax: (630) 653-7341
www.smithfinancialadvisors.com

.....
ASK ABOUT OUR FREE CONSULTATION
.....

Board of Directors



Regional Director	Russ Rodriguez russ.rod@sbcglobal.net
Assistant Regional Director	Mark Smith flysmitty@sbcglobal.net
Membership Chair	Mark Smith flysmitty@sbcglobal.net
Activities Chair	Joan and Charles Falk cfalk3@comcast.net
Activities Chair	Bud and Marleah Schweppe bschweppe@sbcglobal.net
Treasurer	Mike O'Toole cdrotoole@aol.com
Oakbrook Show	Russ Rodriguez russ.rod@sbcglobal.net
Dashboard / Up To Speed Editor	Maureen Blevins maureenblevins@yahoo.com
Primary Contributor/Photographer	M. Blevins
Webmaster	John Brayton johns1936chevy@aol.com

Board Members

Tom Roche	rcafleet@aol.com
Bob Starzyk	56Buick@att.net
John Baker Welch	jbwelch@williamblair.com

Upcoming Events

August 27 - Hagerty Youth Program - Teaching Young People to drive stick shift. Marmion Academy, Aurora, IL

August 28 - Geneva, IL Concours d'Elegance

August 28 - September 5 - Auburn-Cord-Duesenberg Festival - Auburn, IN

Saturday & Sunday, August 27-28 - Motor Row Craft Beer & Wine Festival 1pm to 10pm Daily
On Michigan Ave from Cermak to 24th, Chicago

September 9 - 10 - CCCA Indiana Region Grand Classic - Kokomo, IN

September 9 - 11 - Ephraim Hill Climb and Concours - Ephraim, WI

September 24 - Chestnut Square at The Glen Car Show - Glenview, IL

September 30 - Oct. 1 - Fall Tour - Central Indiana

November 13 - GIR Annual Dinner - Governor's Room, Arlington Park Race Track



Cover photo taken at Villa d'Este in Italy by Joe Cantore III

LETTER from the DIRECTOR

Well, by the time this finds its way into your mailbox you'll be wondering how the summer could've flown by so fast. I, for one, know that there were way too many activities to participate in and far too little time.

I'm hoping that you'll make the best of these remaining warm days and participate in some of the many car events we still have to look forward to. After waiting several years to make it onto the Hagerty calendar we have the pleasure of hosting a driving experience for those 15 to 25-year-olds looking to learn how to drive manually shifted cars. What a perfect opportunity to show off some of the cars that captured our interest so many years ago and led us to create new memories with our families and friends. It's often discussed as to whether the next generation will find our old vintage classic cars of any interest. It's through events and activities like this that we're given a chance to pass on not only the skills necessary to drive these incredible machines but to display them in a public setting so they can see how beautiful these cars are.

Wouldn't you have loved to have been afforded an opportunity to learn how to drive stick on a cool car?

Even if you're not inclined to offer up your car for the behind the wheel portion, it would be great to see your cars on display to perhaps a new audience where you can relay a story or two.

I hope to see many of you at this event as well as at the Geneva Concours the following day and ACD weekend in Auburn Indiana.

I invite you to take a look at the very special fall tour your GIRCCA and Packard clubs of Chicago are putting together. This one promises to have something for everyone.

Until then drive them and enjoy them!



CORD'ially,

Russ

This issue of the Dashboard is dedicated to the memory of Joe Cantore 1931 - 2016

Joe became a carpenter by trade, learning the basics of business by his father's side. After serving in the 1st Marine Division during the Korean War, Joe came home to continue and expand his father's business, going on to become



a general contractor of industrial, commercial, and multi-family residential property. Joe was a philanthropic man who donated generously to charities benefiting children, the elderly, people with disabilities, people suffering from cancer, Alzheimer's, and a host of other illnesses. He was also an ardent supporter of many veteran's organizations. He had a true passion for giving back and helping others in need and supported the following organizations: Visitation Catholic Church, Elmhurst, First Marine Division Association, VFW, American Legion. He was a member of numerous car clubs, including the CCCA, Antique Automobile Association of America, Vintage Sports Car Club, Early Ford V8 Club, Model T Ford Club International, Mercedes-Benz Club of America, Delahaye Automobile Club, Bugatti Automobile Club, and Gullwing Group International.

The obituary mentions the business and philanthropic side of my dad. The side that his family and close friends also knew was the “car guy” side, although that overused description never really summed up the passion he had for the hobby.

Cars were woven in to the entire fabric of my father’s life, from his father’s Paige truck (a sedan turned into a business tool), the Pre-War V-8 Ford he had during high school, the 1920 Model T Ford (the first “collector car” he bought in 1955), to the 3-wheeled Morgan trike purchased in 1962, in which he would ferry my mom to and from the city on dates and always park on the sidewalk when possible.

Throughout the years, his tastes and passions expanded into Pre-War foreign cars that included everything from German to Italian to French.

He was in the hobby for the hobby of it, for the fun of it, not for the business, the status, or the ego end of it. He was in the hobby for the people he and my mom met over the years, the places they traveled, and most important, the lifelong friends they made. That was the all-encompassing lesson he passed down to his family. The cars are just cars. They can always be replaced; wonderfully designed, fun-to-drive inanimate objects.

So what was his favorite car? And why did I choose this particular car? Why was it special to him?

I don’t think he had a “favorite” car. His taste in cars expanded and changed over the years, but the interesting thing about his collecting habit was that he never really sold anything. He still had the Model T he bought in 1955 for \$100 and (so the story goes) restored with my mom during some of their dates before they were married.

All of the cars he and my mom acquired over the years were special in some way. Some type of high water mark in the evolution of the automobile, from the 1935 Morgan trike with a Matchless engine purchased from his old friend Bob Shaw to the 1930 Alfa 6C 1750 Zagato roadster bought from Ben Rose. Not only were the cars special, but the stories before and after acquisition were always special to the family in some way.

A big part of the automobile hobby with my parents was the family component. We all shared great memories of the cars and the places they took us, the people we met, and the shows we were lucky enough to be invited to. Memories like the Model T Ford Club picnic every year, the AACA Poker Run around Lake Geneva, and various CCCA Grand Classics, just to name a few. Great family memories with great cars.

He was of that generation, I believe that last generation that had a certain elegance; certain manners, certain mannerisms.

One of the many neat things about my dad was the understated way he had about him. There was always that special something hanging out just under the surface, like something was funny to him. An inside joke. It always stuck in my mind, and it’s hard to explain, but it’s probably why I’m the same way to a large extent; how he liked cars that didn’t necessarily look fast, but of course, were complete sleepers and usually the fastest cars on the street at any given time. Certain things he did that most people never picked up on, unless you knew.

We went to car shows, cruise nights, automobile museums. It was never forced family fun. I for one could not get enough. My love for books and most of my reading skills came from the automotive library my parents still keep in their house. And the best part was, it was a hobby we ALL participated in. There was no watching anyone do anything else. We were all involved together. As a family. It was a hobby where lifelong friends were made, and where amazing experiences continue to come along. We traveled to so many places and I learned so much. Thanks Dad.

I never needed to hit a home run in a little league game. I always wanted to find that old car in the barn with him and bring it home. That was my home run. And we knocked a lot of them out of the park together. Old cars, and old stuff in general, were woven in to the entire fabric of my childhood, and I feel incredibly lucky.

He made so many wonderful friends as a result of his membership in the C.C.C.A. and had so many memorable times, most, if not all of which, were shared with his family.

Thank you to all of you who enriched his life by being a part of it...

Joe

Fred Johnson, former CCCA Director

1937 - 2016

We lost several members this past summer and mourn the passing of each and every one. One member in particular that contributed much during his years with us, including serving as past director of the Classic Car club, was Fred Johnson.

Fred served in the US Air Force, was third generation owner of the Smoke Shop, Inc. and safety director for A & B Freight Line for 26 years. Very active in the Antique and Classic Car Clubs, Fred had an extensive hood ornament and mascot collection and collaborated on the book "Motoring Mascots". When asked why he started collecting hood ornaments he said "If I couldn't afford the car, I at least had the mascot". His daughter Yvette remembers spending many Sunday mornings waking early and being dragged to swap meets. "I think the hunt was more satisfying than the acquisition for my father."

Yvette Johnson Robinson has

many fond memories of her dad and tells us "Many of you will remember the 1936 Daimler. I played with my Barbies for hours in the back of the limousine. I often received second looks sitting in the front passenger seat of that car. The right hand steering made it look like I was driving. I felt like a princess, since the car once belonged to the House of England."

"Sorting through his belongings is a trip down memory lane. I have come across his Classic Car Club name tag and judge's lanyard. Fred was especially proud to be a

judge. My task was to gather the calculations and deliver them to the judge's motorhome at Allstate. My parents worked side by side tallying the judge's sheets. I think my dad liked knowing who won before everyone else. Kind of like the Academy Awards."

Predeceased by his wife Hannelore, survived by several children and grandchildren.

Undated photo of Fred and friends



Breaking The mother-in-law stereotype

Jean TerHorst 1935 - 2016

by Burt Constable

Growing up watching TV sitcoms, I was led to believe that the most meddlesome, critical, annoying and vile creature on Earth was the mother-in-law. Jokes about mothers-in-law being interfering and demanding were so popular when I was a kid, NBC actually created a sitcom called "The Mothers-in-Law" to capitalize on that stereotype.

Mary Jean TerHorst, always "Jean" to me and most of her friends, died at age 80 in the sunroom of the family home in Mundelein, where she and her husband of 57 years, Paul, lived after the three daughters they reared in Buffalo Grove grew up.

Jean had a series of health issues in recent months that were complicated by a stroke on May 4. Between then and Jean's death, daughters Cheryl (my wife), Karen, of Elgin, and Laurie, of Colorado, all spent many days and nights with Jean and Paul, as Jean bounced between hospitals and a rehab center before coming home to die.

Calling Jean my mother-in-law seems odd to me, because she was so not like those mothers-in-law on TV and in punchlines.

One of my first official family gatherings with Paul and Jean was as their daughter's new boyfriend at the surprise birthday party for Jean's 50th birthday. I remember that Jean, who didn't want a big fuss made on her behalf, seemed a bit embarrassed by all the attention, and the gift of a cane with turn signals and a horn was not her idea of a clever gag, but she handled it all with grace and appreciation.

"Thank you for coming," she told me. She meant that.

Now older than Jean was on that day, I have new appreciation for the attributes she brought to that party, and to every other event she attended during the past three decades.

While we often turned to Jean for advice, especially in the days after Cheryl and I became parents, not once did she offer unsolicited opinions on how we were managing our kids, our marriage or our careers.

I suspect that her demeanor was honed during a career as a grade schoolteacher, making sure that her young students felt loved and safe, before she taught them how to read books or solve math problems.

She made me feel comfortable before I became part of her family. And she made my parents and siblings feel comfortable, too. While married couples often fight about whose in-laws they'll spend a holiday with, the TerHorsts (or as my wife writes it, terHorsts) and the Constables never voiced an unkind word about the other side of the family, and sometimes shared holidays together.

A private person, Jean became a welcome addition in the classic car community adored by her husband. She logged a lot of miles in Packards and Auburns. When their daughters were young, the TerHorsts took driving vacations coast to coast, and somehow Jean also managed to pack a wonderful assortment of sandwiches and picnic food.

Grandma Jean welcomed her six grandsons and one granddaughter into her home as often as she could. She never raised her voice or complained about times when a brood that size could get a little rambunctious. And she always made an extra effort to make things fun for the kids. In addition to books, toys and games, she stockpiled a vast assortment of plates, cups and silly straws for Christmas, Easter, Halloween, New Year's Eve and other holidays.

Jean never tasted coffee, recoiling at the very smell of it, but she bought a coffee maker to appease me and her other sons-in-law, Perry and Dave.

Jean was kind, gentle and generous. The word people use most to describe her is "sweet."

During her last visit with my three sons and me, we told Jean that we loved her. With only the strength to mouth the words, she told us she loved us, too. Then she whispered, "Thank you for coming."

Burt Constable, in addition to being Paul and Jeans son-in-law is a columnist at the Daily Herald, where this article first appeared. It is reprinted here with minimal editing, due entirely to space constraints. Jean TerHorst was a fixture at many, many GIR events over the years. Her smiling face will indeed be missed.



ROAMING ROCKFORD

John Sanders has been a car guy all of his adult life. Five years ago he sold his auto repair shop, which he ran for 40 years, to the two young guys who worked for him. He was a hands on kind of owner, doing anything that needed to be done, be it painting or mechanical work. "We did everything but chrome and upholstery. I didn't want to just close the doors" so he made a deal with the new owners who he knew would continue to do quality work and keep the shop's reputation intact.

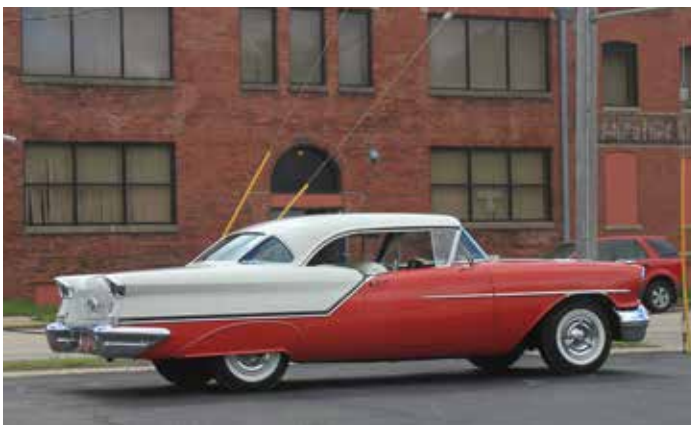
Although he currently owns 13 cars, only some of the cars we saw on our tour were his. The others are in his garage at home. Another guy, Denny Hans, does "wooden work" - barrel backs, Town and Countrys - and "works on about 5 cars at a time", explained Sanders. The cars undergoing restoration at the time of our visit were his work.

John's wife Phyllis shares the love of old cars and antiques. "Always has" he adds. In fact, they were getting ready to drive a 1952 Pontiac up to Iola, WI in July for the show there.

When asked if he had a favorite cars in his collection, he quickly replied "Not really. I love all my cars."



A 1910 Marmon, 4 cylinder, 5 passenger touring is just one of Sanders prized possessions



One way to make sure your guests don't miss the building is to park one of your collector cars out front...turns out they did the same thing for us at both stops.



Like most other collector's garages, Sanders' space is filled with an assortment of automobilia. Caps, license plates, model cars, signs, awards and trophies line the walls and shelves.



One day Spring Tour - May 14

Tim Dickson and James Deill are the two young men who bought the restoration shop from Sanders. When John was ready to retire, he hated to simply abandon his customers, so he approached his two employees about buying the business. They liked the idea. They also are hands-on owners, both of them able to do it all: mechanical work,

bodywork, and paint. Although Tim likes all aspects of the job equally, James slightly prefers painting to some of the other tasks. Other than Jeannette Deill, Jim's mom, who works in the office, there are no other employees.

Tim grew up around cars. His parents had about 20 of them he said and he painted his first car when he was just 12 years old. James, on the other hand, was new to the business when he came to work for Sanders in 1998.

Dickson was hired by Sanders in 2000, which is where he and Deill met. Little did they know they know that they would become business partners in a few years time.



Cars in the Restoration Shop waiting for various repairs - anything from replacing parts to all out restoration work.



Not sure what these two were up to but Charles Falk caught them having a bit of fun



Our hosts: (clockwise) Phyllis and John Sanders, James Deill, Tim Dickson, Jeannette Deill





Anderson Japanese Gardens

When Rockford businessman John Anderson was inspired by a visit to the Portland Japanese Garden in Oregon he decided to turn his own backyard into a Japanese garden. Construction began in 1978, and with the ongoing assistance of renowned Master Craftsman and designer Hoichi Kurisu, the Anderson's swampy backyard along Rockford's Spring Creek was transformed into a Japanese-style landscape. The placement of every rock, the alignment of every tree, and the layout of all paths has been made with careful consideration by Mr. Kurisu.

In 1998, John and Linda Anderson donated the Gardens as a supported organization to the Rockford Rotary Charitable Association. It now exists as a not-for-profit entity.

Paths meander through the grounds, with sculptures, seating and tranquil views at every turn.

The garden also hosts lectures, youth programs, Yoga and Tai Chi, and a monthly 'Strings on Sunday' series featuring chamber music in their lovely outdoor setting.



The weather was iffy and very chilly and no one wanted to chance taking out their Classics. However, Jerry Crowe and Kathy Peters drove out in his Fleetwood(nc), but brake issues forced them to leave the tour early and Ed Villwock drove his New Yorker (nc). The rest were in more modern rides.



One of the nicest things about GIR outings is the opportunity to chat with, and get to know other members. Joan and Charles Falk and Linda and Jim Kleinschmidt swap stories as they linger over hot coffee after a chilly walk through the gardens. A nice way to end the day. ➔



COLLECTORS' CAR GARAGE

A COUNTRY CLUB FOR CAR PEOPLE™

WE'RE ALL ABOUT THE DETAILS...



FACILITY DETAILS

- Fully Secured 24/7 Video Surveillance
- Climate Controlled Environment
- Immaculate Storage for 300+ Vehicles
- Trickle Chargers for Each Space
- Car Concierge Services
- Members' Clubhouse for Events
- Easy After-Hour Vehicle Access
- In-house Concours level detailing
- Monthly Informative Breakfast Seminars
- Discounted Rates for Multiple Vehicles

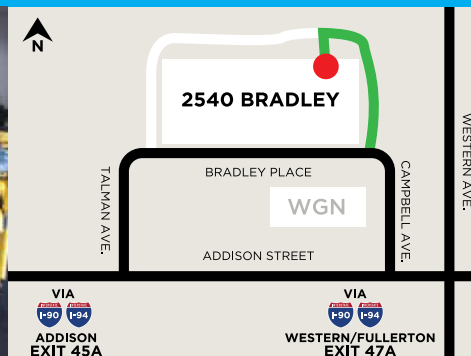
PREMIER DETAILING



MEMBER CLUBHOUSE



EASY ACCESS



2500 W. Bradley Place REAR, Chicago, IL

773.902.1200 • info@collectorscargarage.com • collectorscargarage.com

2016 GIRCCCA Annual Fathers Day Show



Ray Bacci and John McNabola stopped by to admire Mark Smith's 1930 Packard



Your Board at work: Tom Roche, Mike O'Toole, Mark Smith, Charles Falk, Bud Schweppe and Bob Starzyk report in, compare notes, and prepare for a long day



This 1936 supercharged Auburn was one of two cars brought out by Ed Schoenthaler, with Kim Roberts (at right)



2016 was the 48th consecutive year for the Oakbrook show. Just over 100 cars were on exhibit - 17 of them Full Classics®.

The show could not go on without the help of everyone involved; from members who got there early to help park cars, to everyone who helped staff the information booth, to the people of Oakbrook Center, and of course to everyone who brought out their valuable, beloved automobiles.

Without a doubt, this is the best chance of the year for the GIRCCCA to show what a true Classic is and to spark interest in these magnificent machines!

To help further the cause of generating interest in the Classics and in the club, this year we helped staff the information booth, providing brochures, flyers and back issues of Up To Speed for anyone interested in knowing what this club is all about. Judging from the number of people who stopped to ask questions and/or pick up information, it was a definite success. We can judge that better when we see how many new members we get.



Three in a Row: Reuben Taylor's 1930 Lincoln, Carl Turano's 1930 Packard 7 passenger Sedan and Marty Christofano's 1929 Buick Sport Coupe



2016 GJRCCCA Annual Fathers Day Show

The cars that garnered some of the most attention were Alan Nowazyk's 1929 unrestored 7 Passenger Cadillac with Fisher body, a 1927 Rolls Royce Phantom owned by Dennis Heywood, and a pair of sleek Kaiser Darrins (n/c).

The Caddy was discovered in an Indiana barn in 2015 where it had been sitting for 65 years! To say it is rough is an understatement. The body and chrome are pitted and rusting, glass is either broken or showing severe heat damage, cloth is in tatters. Since barn finds are rare, Nowazyk wanted to show it in it's found, survivor, condition.



Heywood's 1927 Rolls Royce Phantom, body by Brewster, is a convertible sedan that cost \$18,000 new! Quite a price tag, considering a new Ford that year cost \$350. The original owner was a W. Spear, of Manchester, NH.

Heywood purchased the car from it's third owner in Holland, MI about two years ago. Although he says he does not drive it as much as he would like, he estimates he does put a couple of hundred miles on it a month.

A pair of 1954 Kaiser Darrins (n/c) owned by Lee Abrahams of Tucson, AZ had a steady stream of admirers. Of the 435 ever produced, Abrahams owns five of them. Pictures on one of the cars show the horrible condition it was in before restoration. A fiberglass body and sliding doors, along with the low, elegant profile, make this car a head turner every time.



Oakbrook continued



George Canary



Ron Pavlak



Bill and Wilma Morris

Members who participated in this year's show: Terry & Chloe Berg, Ray & Gail Bacci, John Brayton, Joe Cantore, Marty Christofano, Art Danko, Charles Falk, Jim & Mary Lou Friedrich, Gary Gerstner, Steve Grobl, Dan & Sheri Herring, Dennis Heywood, Steven & Sandy Horowitz, Bob & Sheila Joynt, George Canary, Kurt Karlson, Amy Kovacevic, Ray Levy, Jim & Lucille Manak, Bob Mills, Bill & Wilma Morris, Alan Nowazyk, Mike O'Toole, Michael Pavlak, Jay Quail, Tom & Jean Roche, Russ Rodriguez, Jim Rudnick, Ed Schoenthaler, Dave & Kimberly Shaddock, Mark Smith, Dennis Sobieski, Bob & Bonnie Starzyk, Don Stevens, James Tharp, Frank Troost, Carl Turano, Edmund Villwock.



This year's Oakbrook Advertisement



Ray Levy, one of the Illinois Region's past Directors, with his 1942 Cadillac 60 special



Joey Cantore, Dennis Sobieski, James Tharp, and Ray Levy sit around the fountain as they try to find some respite from the heat

What will you do with *your* space? Iron Gate Motor Condos – a place to fuel your passion

Make it your own unique home-away-from home



AutoMotorPlex™ is a trademark licensed by Garage Lifestyle Inc. No unauthorized use permitted.



More room for your VR0000M!

AutoMotorPlex™ is a trademark licensed by Garage Lifestyle Inc. No unauthorized use permitted.

Iron Gate Motor Condos Chicago-land's first, exclusive residence for your classic, collector or exotic vehicle, now open on Ferry Road just north of I-88 and Rt. 59. Call for details: 630-945-1085 or visit IronGateMotorCondos.com.
Join us for Chrome and Coffee every 2nd Saturday at 8 am!

Iron Gate Motor Condos:
2212 Ferry Road
Naperville, IL 60563
630-945-1085

Showroom:
2228 Ferry Road #101
Naperville, IL 60563
IronGateMotorCondos.com

IRON GATE
MOTOR CONDOS
A place to fuel your passion

CANTORE CONSTRUCTION COMPANY

925 S. Rt. 83, Elmhurst, IL 60126
(630) 832-8600

COMMERCIAL AND INDUSTRIAL CONSTRUCTION

SPECIALIZING IN REMODELING AND OFFICE BUILD OUTS
INDUSTRIAL UNITS FOR LEASE
VACANT LAND AVAILABLE
COMMERCIAL LAUNDRY EQUIPMENT



Developers of Corporation Points At:

Elmhurst, IL • Westmont, IL • Bensenville, IL • Ft. Lauderdale, FL



Talbot-Lago Chassis # 93041 History

The following description is an excerpt from Richard Addato's book "From Passion to Perfection, The Story of French Streamlined Styling, 1930 -1939" and used with permission.

The original owner of this car was Beatrice Cartwright, the Standard Oil heiress and social butterfly. Mrs. Cartwright took delivery of the car in France and showed it for the first time in April, 1938 at the Concours d'Elegance in Nice, where it won the Grand Prix d'Honneur for the best French car in the coupe category. Mrs. Cartwright also had a second entry, a Mercedes 540K, which won the Grand Prix d'Honneur in the limousine category.

This Talbot "Coupe Royal" is the only 9220 style Tear Drop built on the T-23 chassis and was the prototype Tear Drop to the subsequent run of T-150 SS Tear Drops.

The car left France and was imported to the East Coast of the United States. In 1947, Bob Gegan, an official with the Sport Car Club of America and an automobile collector, acquired the car.

The car was traded to Russell G. Sceli of Hartford, Connecticut for a recently restored Bugatti at Watkins Glen, New York, and was entered in the first running of the Watkins Glen race in 1948 as entry number 26, although it is unclear if it ever actually ran the race.

Mr. Carroll Bagley, the next owner of the car, lent the Coupe Royal to the Museum of Modern Art in New York in the autumn of 1951, where it was featured its exhibition "Eight Great Automobiles". This exhibit was concerned with the aesthetics of motorcar design and was the first time a major art museum produced a show that featured the art of the automobile coach builder and stylist.

In the mid-1950's, the car was purchased from Herb Losier in New York by Jack Whitehead of Chicago. In

1957, Whitehead traded in the car at Imperial Motors for a new Jaguar XK 140.

Sometime in the early 1960's, the Talbot was purchased by John Jumer. Mr. Jumer partially disassembled the car in preparation for restoration, but never completed it.

In 1998, the Cantore Family purchased the Jumer automobile collection and began a ground up restoration on the Tear Drop after completing extensive research on the coachwork and drive train. Claude Figoni provided the information on its original color scheme and other details. It was faithfully restored to its authentic original condition.

The Talbot-Lago was invited to the 2001 Pebble Beach Concours d'Elegance where it won the "French Cup", sponsored by Moët et Chandon, awarded to the most significant car of French origin and chosen by a special committee. Mrs. Cantore carefully re-created the outfit Mrs. Cartwright had worn at the debut of the car in 1938, producing an elegant ensemble of couture fashion and lovely coachwork.

Angela, Joseph, Joe, Jaclyn Cantore
2001, Pebble Beach. ➔

Note how the colors on Angela Cantore's outfit so closely match the color combination of the Talbot-Lago

[illegible]



Above and below - as found

The 1938 Talbot-Lago T-23 Figoni and Falaschi Coupe Royale, or “Teardrop Coupe” was special not only to my dad, but to my mom and me as well. The car had a storied history from new and ended up in the John Jumer collection, where it languished waiting for a restoration, for many years.

After a negotiation with the family that took more than a year, we acquired the hidden stash of cars in Elkhorn, WI that included the Talbot as well as some other amazing



Original factory photo of the 2 seat Teardrop “Coupe Royal” or “Faux Cabriolet” - and the car today

Classics. And while everyone nowadays seems to be fascinated with “barn finds”, finding and acquiring the Jumer collection was definitely one of the greatest barn finds of the decade before “barn finds” and contrived television shows about old cars became fashionable.

The Talbot was important because my dad restored it in a different way than he restored any other car in the past. We researched the history, taking special care with historical details like matching the paint to the exact original specifications, information and assistance coming from the son of the original designer, Claude Figoni. Making sure finishes from the top to the bottom weren't too shiny, but just the right sheen as the car wore when new. It was an entirely new way to restore a car in the Classic world, and a way that was beginning to take over the hobby at the time. It was something my father embraced, and rightly so, as to appreciate not only the outward beauty and drama of the car but the inner beauty and history of the machine. It was the restoration process and subsequent show circuit that really changed not only many of his views

on the hobby at the time, but many people's attitudes about how old cars should be preserved.

The Talbot and many of the questions about why it meant so much to not just him, but to the rest of our family, can be summed up very simply: In the end, the Talbot, as well as the rest of the cars, were just vehicles (pun intended) for getting the family together. We never missed an Oak Brook Father's Day show. Never missed a Pebble Beach. Always had fun in the garage. Always had fun at the shows.

It was time well spent with wonderful friends and family.



Photos for this article were taken or provided by Joe Cantore III

Cover Car Year 1938

~ a few of the highs and lows

On September 21, 1938, one of the most destructive and powerful hurricanes in recorded history struck Long Island and Southern New England. Water rose 7 feet within 30 minutes in New York Harbor.



On the night of November 9-10, Nazis destroyed Jewish shops, homes, and synagogues throughout Germany in Kristallnacht riots, burning or damaging 1,000 synagogues, about 7,500 Jewish businesses, and vandalizing Jewish hospitals, homes, schools, and cemeteries.

The 1938 World Series matched the New York Yankees against the Chicago Cubs, with the Yankees sweeping the Series in four games.

Academy Award winning films of 1938 included *Boys Town*, with Spencer Tracy, (best actor), *Jezebel*, starring Bette Davis (best actress), and *Kentucky*, with Walter Brennan (best supporting actor). *The Adventures of Robin Hood*, starring Errol Flynn, was nominated for best picture, but lost to *You Can't Take It With You*.

On October 30, 1938 a radio broadcast of H.G. Wells *War of the Worlds*, narrated by Orson Welles, made headlines when numbers of listeners mistakenly believed a Martian attack was actually taking place.



Two popular books published in 1938 were *Rebecca*, by Daphne DuMaurier, and *Anthem* by Ayn Rand.

Italian scientist Enrico Fermi receives the Nobel Prize for Physics for his work on reduced radioactivity.

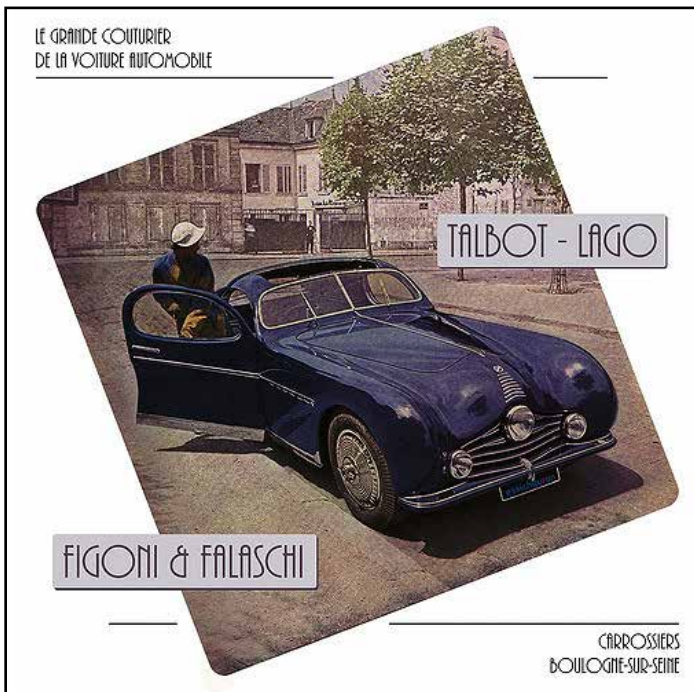
The most popular names for babies that year? Robert and Mary.

On a side note, Beatrice Cartwright (1889 – 1956), original owner of the Cantore Talbot-Lago, married Freddie McEvoy, an Olympian bobsledder. McEvoy, half her age, bore an outstanding resemblance to his close friend, Errol Flynn. The marriage lasted but two years and both McEvoy and Beatrice went on to marry several times more.

McEvoy had a long term relationship with movie actress Barbara Hutton but eventually married a French model, Claude Stephanie Filatre. In November 1951 they were sailing on his 104-ton schooner off the coast of Morocco when a storm hit. The ship went down, but Freddie lashed his wife and maid to the mast, and swam to shore seeking help. Unable to find any assistance he swam back out to the mast. He and Claude Stephanie then began swimming to shore, but she was unable to make it. He attempted to tow her to shore, but the waves pulled them to sea where they crashed against the rocks. Their bodies were recovered the next day.

Head and shoulders portrait of Beatrice Benjamin Cartwright, mother of Dallas Pratt (founder of the American Museum). The portrait is in the Pratt Family Archives Collection.





In the early part of the century, the Talbot badge was seen on cars built both in England and France. In the

1930's, Sunbeam-Talbot-Darracq fell on hard times, and collapsed in 1935. The English part was taken over by Rootes in 1934. The French unit went to the Venetian-born S-T-D assistant director, Major Antony Lago, who had gone to Paris in 1933 to rescue it. Thus was formed Talbot-Lago, a name used internationally. On the home market the cars still bore the Talbot badge they had carried since 1922, which was when, in France, the "Talbot-Darracq" name had given way to "Talbot".

Talbot-Lago owner Major Antony Lago wanted his cars to be known as luxurious, fast speedsters and visual knockouts. For some of them, he turned to Joseph Figoni, an Italian coachbuilder who had relocated to Paris a decade earlier. Ovidio Falaschi joined him in 1935, setting the stage for some of the most flamboyant cars of the Thirties. So unique were their creations that they received French patents for some elements of the designs, designs which were also sometimes referred to as shocking, outrageous and even vulgar, but still look sensational today.

jctaylor.com 1-888-ANTIQUE




Unparalleled Claims Service

Ease of Doing Business

Agreed Value Coverage



Insuring Your Vehicles For Over 55 Years

A 1937 Cord Super Charged Convertible Coupe and a Wooden Bench

Contributed by Joe Bortz

It was 1962. I had yet to turn 22 that year but I had purchased my first classic car - a 1931 Cadillac V-8 convertible coupe and was mesmerized by the size and power of this car.

As I recall, the only book that was available to me to study the classic cars in the early 1960's was a book called *Famous Old Cars* by Arco, which was copyrighted in 1957 by Fawcett Publications. On page 20 was a picture of a 1931 Cadillac V-12 convertible coupe. I fell in love with the design and found out that the V-8 convertible coupe had exactly the same body.

When I had the opportunity to purchase this car in 1962 I jumped on the opportunity and for my first time

Auburn Salon boat tail speedster.

It was in dilapidated condition but in my bible, *Famous Old Cars*, on page 10 was a 2 page layout that made me realize that this was also one of my cars of destiny. It took almost ten years for me to restore the car and in the process I came across a gentleman in Seattle, WA that had a 1932

Auburn 8 cylinder boat tail speedster. We suddenly had an interest in common, because the red leather interior that I originally had made for my midnight blue with



was the owner of a classic car. The other car that I fell in love with in this book was a Cord Phaeton pictured on page 33. As you can probably tell I still have this book. At that time it was my sole bible for looking at the various designs of classics and deciding which, in my dreams, were the ones I would like to own. The Cord was always my first choice but a 1931 Cadillac just became available first.

In 1964 I got married and purchased from the then famous classic car dealer Jim De Bickero, a 1933 V12

silver trim 1933 V12 Auburn boat tail speedster did not seem the appropriate color. The gentleman in Seattle wanted to buy my upholstery setup as a kit for his Speedster. In the process I found out that he not only had a 1932 Auburn 8 cylinder boat tail speedster but also a 1937 Cord convertible, supercharged sedan and 1937 Supercharged Cord convertible coupe. He casually forwarded on the pictures of his three cars and when I saw the 1937 Supercharged Cord convertible coupe I knew that I had to have it. We negotiated for

some time and finally agreed that I should fly out to take a look at the Cord convertible coupe and try and settle on a price, which I did.

I remember flying out to St. Helen's, OR the summer of 1970 to see the car and allowing myself five hours of ground time before getting a plane back to Chicago. My flight back was a red-eye special that left at midnight.

The seller of the car picked me up at 7:00 p.m. and instead of proceeding to show me the Cord in question or his other two cars, he took me to his house and started to show me his banjo collection. While I had zero interest in musical instruments in general and less than zero interest in particular in banjos, I was smart enough to know that when it comes to buying a car you want to keep the seller in a selling mood. Some sellers are just interested in money. Others feel they are giving away their flesh and really want to like the buyer. In some cases, when they don't, they will not sell the car to you. So it became apparent to me that in my interest of consummating this purchase I should show some interest in banjos.

I noticed that we had spent three hours on banjos and beginning banjo playing lessons and not one minute looking at the Cord or coming to terms with it. I suggested that we were running out of time and should make the trip over to his garage to see the Cord - which we did.

The Cord was more than I expected and was just a great car. It was super charged and had that look of a car that had not been overly tampered with. I told him that I wanted to buy it and recall I offered him a very fair price of \$9,000.00 plus the red leather interior from my Auburn Speedster in exchange for his unrestored interior and the Cord. He was very firm on his price, \$10,000.00 plus the exchange of interiors and I was very firm on my offer. I suggested that we start the drive out to the airport because the last flight of the evening was at midnight and we were well over an hour from the airport.

I remember arriving at the airport at 11:30 p.m. after discussing all the way over the reasons why he felt the car was worth his asking price and why I thought that \$9,000.00 plus the restored Auburn interior exchange was more than fair.

As we sat in front of the airport we could both peer through the large glass windows in the front and out the large glass windows in the back and see the only plane that was still in a stall. I remember looking at my watch and saying "My plane leaves at midnight in fifteen minutes, we have to make up our minds".

To be honest I cannot tell you if we agreed on his deal or mine. I do remember that we shook hands and made the deal and I took off fast on foot through the airport to catch my plane. As I approached the middle of the airport at a quick trot I saw the plane start to taxi out. I couldn't believe it and I ran a little faster thinking that I would be able to catch the plane before it took off but it very quickly got on a runway and was gone. I looked around and saw that the entire airport was closed down with signs saying, 'This airport opens at 5:00 a.m. seven days a week'. I soon discovered that I was the only person in the airport on the customer side of the building. There were no food facilities or vending machines - only a water fountain, a bathroom and a multitude of wooden benches. I quickly concluded that I had no choice but to wait until the airport opened at 5:00 a.m.- a mere five hours away! Much to my chagrin I was about to spend those hours sleeping on one of those wooden benches. I did find some old newspapers to wrap up as a pillow support and quickly dozed off. I awoke to noises of airport ticket agents arriving in the morning to open and get ready for that day's travelers. A new day, a new car for the collection and a new backache I thought would never leave me!

It is funny how an interesting side story in procuring a wonderful car, which I still own and enjoy, sometimes slips the memory for almost forty years and comes back vividly. I guess I can lay claim to the only 1937 Cord that was inadvertently associated with a wooden bench.



If You're NEAR...

by Charles Falk

... **Nashville, TN** make time to see the fascinating collection of vehicles in the Lane Motor Museum. The Lane Museum is about a 10-15 minute drive southeast of Downtown Nashville and I-24, I-40, or I-65.

I came upon the Lane Museum while Joan and I were visiting our daughter and her family, whose gypsy-like, corporate moves have put us in proximity to several great car museums over the years.

If one thinks that the Lane Motor Museum would be just another, somewhat look-alike, car museum filled with brands and models of cars they've come to know and love, then one would be very wrong. The Lane collection is different on many levels.

First, it's focused more on European automobiles and is purported to have the largest such collection in the U.S. However, visitors will also find an array of interesting cars from Asia and North and South America. Among the European marques, the museum has one of the most significant collections anywhere of the air-cooled, rear-engine, Czechoslovakian-made Tatra sedans. That's not something you'd expect to find in Nashville, Tennessee.

Second, a hallmark of this collection is its diversity of marques. One of the museum's slogans is that visitors can find an automobile here for every letter of the alphabet - from A to Z. Founder Jeff Lane noted that this is almost true, but they do not yet have marques that begin with the letters E or Q - but he is working on that.

This collection's claim of diversity has a somewhat

different angle. To put it kindly, many cars in it are quite odd - which frequently prompts visitors to ask of the originators: "What were they thinking?" One such example would be the 1930 L'Eclair and 1932 Helicron

propeller-powered cars on display. Another is a replica of architect R. Buckminster Fuller's twenty foot, four-passenger Dymaxion car - steered from the rear.



*Dymaxion
replica*

Third, more than any in other museum that I have encountered, visitors to the Lane are exposed to an unusually large array of small, very small, and Spartanly-trimmed-out motor cars. Most of these are European where small cars have always made sense.



Some are American because, from about the 1940s onward, many U.S. manufacturers marketed small cars, without much success. And to this day, Japanese “rice burners” and other foreign marques dominate the smaller car segment of the U.S. market.

Fourth, although this museum is mainly about cars; it is not just about cars. It displays a large collection of American and European motorcycles and bicycles. And, visitors will find micro-cars, amphibious vehicles, competition cars, alternate fuel vehicles, military vehicles, prototypes, and one-of-a-kind vehicles. Among the amphibians is a one-off prototype of the “Corphibian” that was derived from the 1961 Chevy Greenbrier van and ramp-side pick-up of that era and was never “green-lighted” for production.

Visitors will also find nearly a dozen aircraft. Following the theme of the museum, these are mostly smaller, French-built, Mignet planes (one of which is a replica of the “Flying Flea,” designed in 1934).

The Lane Motor Museum is a terrific accomplishment of successful business man Jeff Lane and his former wife, Susan. The stated goal of the museum is: “... to share in the mission of collection and preserving automotive history for future generations.”

Mr. Lane, an early car restorer and long-time car and motorcycle collector, came from a family connected with the auto industry. However, Lane has not been just a car collector. He has also been known for an adventurous level of involvement in rallies and road races domestically and abroad—prepping and driving vintage cars from his own collection.

In the 1990s, as the country moved toward the 21st Century, Mr. Lane found himself with seventy-plus collector cars scattered around town. He came to think that it would be nice to have a “better place” to put them and at the same time, make them accessible to like-minded automobile enthusiasts. To that end, a foundation was created and in 2002, with the donation of Mr. Lane’s personal collection as its initial assets, the Lane Motor Museum came into being.

That “better place” turned out to be the spacious,

132,000 sq. ft., former Sunbeam Baking Company facility. The building was re-purposed and became the museum’s official home. Approximately 40,000 sq. ft. on the building’s main level provides a great space in which to showcase the collection and its allied materials and exhibits. A motorcycle and bicycle collection is concentrated in a separate wing.

When I first toured the Museum in 2007, its original collection of seventy cars had grown to about 200. Today, the collection includes 480 cars; and the museum has hit an attendance milestone of 250,000 visitors from all over the world.

A large basement area holds cars not on display or in need of restoration and/or preservation work. Careful attention is paid to the care and condition of



Small cars and small planes

all vehicles; and it is a museum goal that all vehicles be kept in working condition. To that end, most are taken out on the road a couple of times each year. In other interviews, Mr. Lane has stated that “on any given day, ninety- to ninety-five percent of the cars are operable.”

To keep things fresh, it is the museum’s practice to rotate about fifty cars in and out of the collection each year. Thus, returning visitors are rewarded with a look at a number of cars they may not have seen on an earlier visit. Additionally, the museum mounts special exhibits from time-to-time. As this is written, there is a special exhibit of post-World War II Italian vehicles entitled “Macchine Italiane: A Tour of the Italian Motor Spirit.” Included in the exhibit are more than three dozen race cars, motorcycles, and bicycles that demonstrate Italian design and engineering from 1936-

If You're NEAR...

continued

2012. Another current exhibit honors and celebrates the 100th Anniversary of the BMW marque.



Current BMW exhibit

By special arrangement with Nissan North America, headquartered in nearby Franklin, TN, the Lane houses the company's "Heritage Collection" in its lower level. This exhibit is comprised of about sixty significant vehicles the company has manufactured over time and is not open to the general public. However, selected cars from that collection are featured in a "Made in Japan" exhibit on the main level.

When I spoke with Mr. Lane in preparation for writing this piece, I asked what has changed in the museum's physical space since I was there. He reported that, apart from the significant increase in the number of cars in the collection (and on display), and the addition of improved lighting, the interior of

the museum has not changed much. But, after viewing current photos of the museum, I thought that it changed in the sense that the interior seems to have become more colorful and inviting than I remembered. Importantly, Mr. Lane related that he is still in a "collecting mode" and has focused on finding more significant vehicles that might interest visitors.

Two French cars are the oldest in the collection; a 1924 Citroen 5CV "Trefle," and a 1924 Sima Violet. The newest is a 2003 Smart Car by Mercedes.

Knowing that most readers of the Dashboard are primarily interested in classic cars, I asked Mr. Lane if, among the various marques currently in the collection, any were classics. He suggested that two French cars from the classic car era may draw the interest of classic car fans. These would be a 1933 and a 1936 Panhard Levassor, both of which are large, impressive sedans and represented a marque with which I had no previous familiarity. In the past, Panhard owners have applied to the CCCA for classic car status, but the application was not approved.

I noticed that despite the focus on European vehicles, there are now several American cars in the collection. I thought that was a change from the time of my first visit, but Mr. Lane corrected that impression. He indicated that there always were a few American cars on hand and he is interested in adding more. However, American-built additions would need to be unique examples like prototypes and one-offs.

What stands out most in the memories of my own



Lane Motor Museum
702 Murfreesboro Pike
Nashville, TN 37210
(615) 742-7445
www.lanemotormuseum.org

visit to the Lane Museum is that I saw an unbelievable array of cars that I had never heard of. And, I was very surprised to find such an extensive array of small, and really small, cars. Of course, I knew there were foreign cars and small cars “out there,” I just had no idea that there were so many of them. For me, visiting this museum was a walk through a part of the car world that I did not know existed.

I closed my recent conversation with Jeff Lane with two questions. The first was: “As the one with the deepest understanding of what your museum offers, what three things would you cite as the best reasons folks ought to visit it?” His response:

1. The diversity of the cars in the collection.
2. The uniqueness of the cars in the collection.
3. There are no barriers of access to the cars—no ropes and chains. You cannot sit in them, but you can get up as close as you like and really examine them.

The second question was: “What lies ahead for the museum? What dreams or aims do you have for its future?” He responded by saying that he wanted

to assure that it kept its focus upon collecting and exhibiting interesting vehicles; and he hoped to make future acquisitions to assure that this would be so.

Summing it up: For the car hobbyist who is curious and who has broad automotive interests, this museum will be quite enjoyable. To enhance visitor enjoyment, museum curators have, for each car on display, provided extensive information about it - and its unique history or provenance.

I’d suggest visitors allocate at least two hours to assure you will get a good overview of this collection. There are vending machines, picnic benches, an art gallery, a gift shop, and other amenities on the premises. Admission charges are very reasonable and parking is ample and free. They are closed New Year’s Day, Thanksgiving and Christmas. When you plan your visit, please check the Website for changes to hours as they have different summer vs winter hours.

Thank you to Jeff Lane for providing photos and supplemental information.



Selling Your Classic Car?

Joe Bortz has collected Pre-War Classics for over 54 years including:

- CADILLAC V16s
- AUBURN, CORD & DUESENBERGS
- PACKARD DUAL COWLS, PHAETONS & ROADSTERS
- LINCOLN V12s
- CHRYSLER IMPERIALS
- PIERCE ARROWS
- PEERLESS
- AND MANY MORE PRE-WAR CLASSICS

Remember to call Joe when you are wanting advice on the best way to market your car. He has the inside track to trade secrets he can put to work for you.

TYCTA, L.C.
OWNED BY JOE BORTZ • CHICAGO ILLINOIS

Joe may be reached 10am-10pm CST 7 days a week.
1-847-668-2004 • TYCTALLC@gmail.com
TYCTA, P.O. Box 280, Highland Park, IL 60035, USA

The story behind ...

The Award

Burt Richmond was having a little trouble with his 1922 Citroen SCV Torpedo Boat-tail Roadster, but decided to take it to Art & The Automobile in Palos Park to show anyway. It didn't seem to want to make it uphill. Richmond decided if he trailered it from the city, it would be okay to make the one mile parade from the staging area to the exhibit area. It didn't. About 3/4 of the way there, a slight incline caused the car to stop and roll backwards downhill. A couple of tries later and Burt gave up, eventually trailering it that last quarter mile.

The Citroen was awarded Best of Show, but the judges were apologetic. Somehow, the award had gotten chipped. They promised to replace it. Burt, good humoredly, would have none of it, saying "It was the only car that broke down during the parade. It seems fitting the award should be broken too. I'm keeping it."

Burt doesn't just have an award, he's got an award with a good story behind it.



The Car

Mark Smith fell in love with the 1933 Packard Roadster as a kid. The owner at the time was Ted Holtorf, a neighbor who would give Mark and a friend occasional rides in the rumble seat. Mark eventually got a job passing papers on multiple routes for Ted, who managed deliveries for the Chicago Daily News. As an adult, he told Holtorf that if he ever wanted to sell that Packard, to let him know.



One day Smith got that call from Mr. Holtorf wanting to know if he was still interested. He most definitely was and the car became his.

Recently, Smith was showing the Packard at the Glen Ellyn Car show. Also at the show was Ted Holtorf. Whether Holtorf, now 91, came to admire all the cars on display or just to make sure Smith was keeping the Packard in good shape, I didn't ask. But you can be sure that the two of them, who have known each other about 60 years, spent some time that afternoon reminiscing.

Barn Finds

Every car lover's dream

Roger Baillon was a French business man who amassed a museum-worthy collection of automobiles. When his business fell on hard times in the '70's, he began to sell them off, eventually forgetting about the 100 cars he still had sitting around. Rediscovered on his estate in 2014 in varying degrees of disrepair and deterioration were marques that included Delahaye, Hispano-Suiza, Talbot-Lago, Ferrari, and Maseratti. Sixty were eventually deemed restorable and went to auction in 2015, setting several selling records. How does one forget you have 100 cars sitting around?



Artcurial Auction House photo Baillon Collection

In 2012, discovered in the scrap yard behind Porche Foreign Auto in Los Angeles, in various states of repair, were dozens of rare European classics; Porsche 911s, Lamborghini Miuras, and these full Classics: a pair of pre-war Maybachs, a Horch roadster once owned by Eva Braun, and a rather unique Mercedes. The 1935 500K was specially built for Benz's legendary Silver Arrow grand prix racer Rudolf Caracciola. Rudi Klein, who bought the Caracciola 500K after it was shown at Pebble Beach, took it to a Mercedes show in Newport Beach in 1980 and when it wouldn't start he loaded it on a trailer and took it home where, apparently, it still sits, on four flat tires, covered in dust.

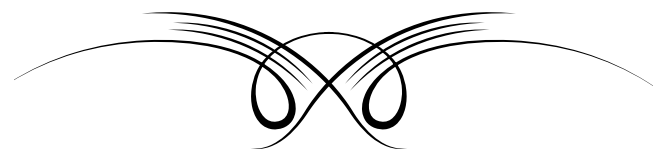
Although Klein died in 2001, his two sons still own the property and are thus far resisting all offers for restoration or sale.

A most unusual find was a 1925 Bugatti Type 22 Brescia Roadster. The story goes that in 1934 it was obtained by a young Swiss playboy who enjoyed racing and professional poker. Reportedly, as the result of a poker game and 2 bottles of Champagne in Paris, he took possession of the Bugatti. He soon took off for Switzerland with very little cash in his pockets. At the Swiss Border, unable to pay the mandatory customs tax, he was forced to abandon the car. After a few years, when he had not returned to pay the tax, authorities were required to destroy the car. It was decided to put

the car in a lake and attach a large chain to it. No doubt to facilitate pulling it out at a later date. Eventually the chain broke and the car settled 175 feet to the bottom of the lake. In 1967, a local diving club discovered the car. Eventually retrieved, it rests in the Mullin Museum in Oxnard, CA.

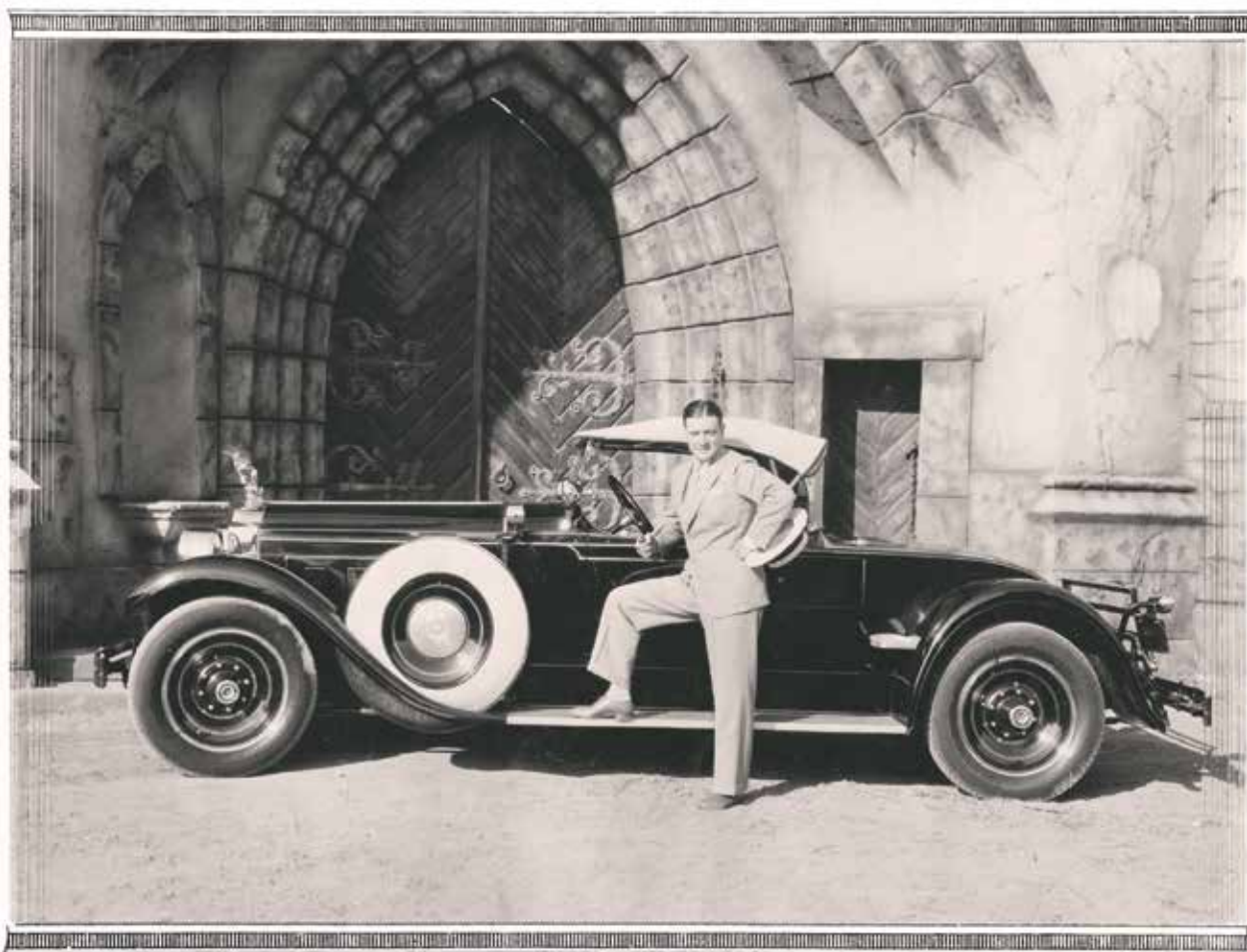
That **Portuguese barn find** you may have read about where a retiree bought a farm with a locked barn, only to find it was full of cars? Not true!

The owner of those cars was a car dealer in the 1970s and '80s who decided to save the more interesting cars that came through his doors. When the barn was full, he padlocked and "soldered" the doors shut. Pictures of the cars are not of a "find" but rather documentation for the owner, who swore the photographer to secrecy about the owners name and location. Still, it's an impressive 180 car collection.



Some of you have your own Barn Find stories to tell. If you would like to share it, we'd love to hear about it. Contact the editor: maureenblevins@yahoo.com and Let's tell YOUR story!

They don't always sell themselves.



When it comes to selling a special car, there's only one call you need to make.

If you're curious about the best place to sell your car - we'll tell you. We help collectors determine market value and prepare their cars for sale. Our international reach and expertise, simply put, gets cars sold. We're the nation's largest, full-service classic car facility.

Before you consign your next car, call us.

25 YEARS **HYMAN LTD.**

YOUR PASSION, OUR PROFESSION.

To find out what your car is worth go to www.hymanltd.com | 314-524-6000



CLASSIC CAR CLUB OF AMERICA

Approved CCCA Classics

Classic Era Cars built during 1925*-1948

Cars listed in **bold type** have additional information on the website as only certain models and/or years are considered "Full Classics®".

For complete information go to the website :http://classiccarrclub.org/grand_classics/approved_classics.html

A.C.	Darracq	Jensen	Renault
Adler	Delage	Jordan	Reo
Alfa Romeo	Delahaye	Julian	Revere
Alvis	Delaunay Belleville	Kissel	Roamer
Amilcar**	Doble	Kleiber	Rohr
Armstrong-Siddeley	Dorris	Lagonda	Rolls-Royce
Apperson	Duesenberg	Lanchester	Ruxton
Aston Martin	du Pont	Lancia	Squire
Auburn	Elcar	LaSalle	SS and SS Jaguar
Austro-Daimler	Excelsior	Lincoln	Stearns-Knight
Ballot	Farman	Lincoln-Continental	Stevens-Duryea
Bentley	Fiat	Locomobile	Steyr
Benz	Franklin	Marmon	Studebaker
Blackhawk	Gardner	Maserati**	Stutz
B.M.W.	Georges Irat	Maybach	Sunbeam
Brewster	Graham	McFarlan	Talbot
Brough Superior	Graham-Paige	Mercedes	Talbot-Lago
Bucciali	Hispano-Suiza	Mercedes-Benz	Tatra
Bugatti	Horch	Mercer	Triumph
Buick	Hotchkiss	M.G.	Vauxhall
Cadillac	Hudson	Miller	Voisin
Chrysler	Humber	Minerva	Wills-Sainte Clair
Cord	Hupmobile	Nash	Willys-Knight
Cunningham	Invicta	Packard	
Dagmar	Isotta-Fraschini	Peerless	
Daimler	Itala	Pierce-Arrow	
Daniels	Jaguar	Railton**	

Have you visited the national website lately? (<http://classiccarrclub.org>) It details the complete list of approved Classics, including any that may have been recently added. It also is a good source to see what CCCA events are coming up throughout the country and what the other regions are up to. Many other resources are available there, too. One of those links will take you to the CCCA Museum website (<http://www.cccamuseum.org>) - well worth a look around.

YOU DON'T HAVE TO OWN A CLASSIC CAR

to be a member of The Classic Car Club! All you need is an appreciation for these fine automobiles. We encourage you to join our tours and events too! Not everyone owns a Full Classic®, but everyone can join the fun.

National Dues are \$70. For an Associate membership add \$10. Dues are payable to CCCA, 5100 River Road Suite 175 Schiller Park, IL 60176.

Regional dues are \$30 single, associate \$5 (spouse or significant other). Life Time memberships also offered. You must be a national member to be a local member

I have never owned a true Classic car, but have owned several antique vehicles over the years. And like most of you, there is always that one car you wish you'd kept. If only, right?

I always wonder what I'm going to say, here on my editor's page. Somehow, I manage to fill the space and hope it will be at least somewhat entertaining. Charles Falk's encounter with small, 'odd-looking' vehicles put me in mind of some of the cars in my own past.

My mother didn't learn to drive until I was in high school. When my best friend's mother, who lived down the street got her license, my mother said "If Mrs. B can learn to drive, so can I!" After she did, she promptly went out and bought herself a car. A little, pale blue Renault Dauphine that she nicknamed Betsy. I kind of liked it.

I have to admit, her taste in cars ran towards small and, to put it kindly, inexpensive. As the years went by and she became more confident in her driving, her cars got a little bigger. She eventually owned a Pinto, a Sundance and horror of horrors, a Yugo. Thankfully I was married by that time and did not have to borrow her car. Her brother on the other hand had a penchant for Buicks. I learned to drive in his 1954 Buick Special. A nice, big car.

My ex-husband liked his cars 'fast and sporty' but at one point drove a Gremlin as his work car. As the kids came along we went from a VW bug to a station wagon with woodgrain on the sides and fingerprints on the windows to a full size van. Along the way, we bought and sold several antiques, but never a true Classic.

I hope and believe there is still a Classic in my future. Meantime, I get to enjoy all of yours!



I hope you enjoyed this issue of The Dashboard!

- *Maureen*

Call for Stories and Ideas

Have an interesting story about your car? It's history, or perhaps it's restoration saga? Have you attended or are you planning to attend a Concours or some other Classic Car event? We'd love to have you share it with us! Not a writer? No worries. That's what editors are for.

- SEPTEMBER 9, 10, 11, 2016 -

EPHRAIM



WISCONSIN

Established

Eighteen Fifty-Three

- HILL CLIMB and CONCOURS d'ELEGANCE -



- ◆ Vintage Festival - Party like it's 1945
- ◆ Featuring Pre-War European, American Classic, and significant post-war Sports Cars
- ◆ Friday's Visite de Motorcar du Door- a driving tour of Door County with stops at boutiques, bay side cafes, and art galleries (must be a registered entrant)
- ◆ Friday night's welcome party at the Chef's Hat Restaurant
- ◆ Saturday's Kort Bakkelop (Norwegian for Short Hill Climb)
- ◆ Saturday night's formal Dinner Dance at the Hillside Inn overlooking the magnificent Eagle Harbor Bay (1945 dress, or formal cocktail attire required)
- ◆ Arbor Crowne Properties Concours d'Elegance along the Eagle Harbor Bay 11:00 Sunday

For event or registration information call 920.854.4455 or visit www.ephraimhillclimb.com



The Magazine of the Greater Illinois Region of the
Classic Car Club of America