

The DASHBOARD

WINTER 2024 - 25



THE MAGAZINE OF THE GREATER ILLINOIS REGION OF THE
CLASSIC CAR CLUB OF AMERICA



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LETTER from the DIRECTOR

Hello and seasonal greetings to my fellow club members

Well, judging by the thermometer, I think we can all agree the best part of driving season for 2024 is in the rear view window. I hope everyone can look back with fond memories of some of the experiences you had this year, enjoying your cars and the car community that you belong to.

We often hear that the best part of any club or organization is the people. It's almost become cliché to say it, but it's so true. There are times I look back and think of the many people I've had the good fortune to meet and learn from and be touched by their stories that are no longer with us. I don't mean to hit a somber note in this happy time of year, but I'd be remiss if I didn't share with you my wish for you to make an extra effort next year and embrace the times you have to share with one another because the future is not promised. I'm so grateful that we had the pleasure of getting to know more about Jim DeBickero and Chuck Kelly's stories before they left us. We recently lost Dennis Sobieski, and with him a wealth of knowledge and a chief judge to many, many Concours events.

Everyone has their own story. We in the GIRCCCA choose as a community to share our cars, our meals, and experiences with one another, so we can have a richer life. They say that having friends and spending time with others adds longevity to one's life. It certainly adds more meaning in my experience. Let's make a collective pledge together to try to attend one more event next year than we did this past year and contribute in any way we can to help the hobby when asked. I think we'll all come away with an even better 2025 if we do. Thanks for giving me the privilege of the soapbox.

Wishing you the best holiday season ever.



CORDially,

Russ

In Memoriam



Dennis Sobieski, longtime member and past Regional Director passed away on October 3. There is no other information at this time, but it will be shared as we become aware of any further details.

In Memoriam



Sandra Gerstner, wife of GIR Board Member Gary Gerstner, passed away in August.

In Loving Memory of
Sandra J. Smith
December 12, 1948 - August 16, 2024

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Upcoming Events

Arizona Concours d'elegance - January 19, 2025 -
Scottsdale - "The Art of Automotive Engineering."

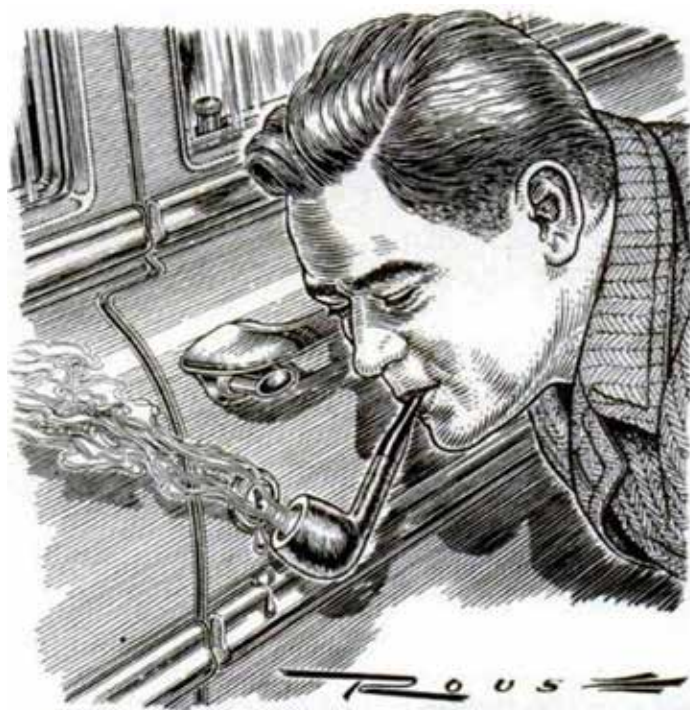
Miami Motorcar Cavalcade - February 2, 2025

Amelia Island Concours - March 6 - 9 2025

Pebble Beach Concours - August 17, 2025

GIR Annual Father's Day Show - June 15, 2025

Geneva Concours - August 25, 2025



Frozen door locks are no problem for a pipe smoker. Just stoke up the old briar and, with the bowl opening at the lock, blow through the stem. The hot blast of smoke directed at the lock will thaw out the mechanism within seconds.

Call for Stories and Ideas

If anyone has an idea for an article you would like to submit, please do so! I know you all have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming!

If you are interested in contributing a regular column please contact me. I am open to ideas. Let's talk!

And remember - If you have a car you would like featured, don't be shy! Give me a call at 815-483-8216.

The EDITOR's page



Fall just seemed to want to hang on this year. In November I still had flowers blooming and an occasional ripe tomato from the couple of plants I decided to not pull out until I absolutely had to.

It's always with mixed emotions that we prep for the cold months. Putting those four wheeled babies away for the winter is bittersweet. The cars themselves may be wrapped up tight in their winter homes, but the memories that were created in them need not be put away at all. They should be savored, recalled, thought about and talked about, as I'm sure many of you do.

In this modern age we can easily bring up photos too! Almost all of us have cell phones, with cameras, and it's so easy to snap those memories. It's always fun to come across old photos that one finds in a box, or an album that's gathering dust, but now, all we have to do is bring out that phone and after some scrolling - a little or a lot, depending on how organized a person is - and voila! My phone pics are not very well organized, so it may take a while to find exactly the one I'm looking for, but I know it's there. I keep meaning to organize them, but alas, it's one of those things I just don't seem to get around to. It sounds like a good winter project. I'll add it to my list.



Maureen

p.s. I hope you enjoy this issue of the Dashboard -
May you have the Merriest of Holiday Seasons
and Best Wishes for the coming year!



Just a reminder! It's time to renew your membership for the upcoming year.
You can renew your membership, join, or download the form online.

<https://www.classiccarclub.org/join>

If you'd like to place an ad, please contact the editor for details.

How to Join the Classic Car Club of America (CCCA)

It's easy to join! Either call and ask for a membership application, or just click on the link and join online!
We are the Greater Illinois Region. We'd love to have you as a member.

<https://www.classiccarclub.org/join>

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3501 Algonquin Rd.
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Rolling Meadows, IL 60008
847-390-0443

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.

Introducing... **Dan McCarthy**

Daniel J. McCarthy brings a deep passion for both automobiles and motorcycles to his role on the GIRCCCA board. His personal collection spans an impressive variety of marques, including Mercedes-Benz, Ducati, Benelli, Honda, MV Agusta, Puch, Fiat, Triumph, Piaggio, and Ape. A true enthusiast, Daniel appreciates the elegance and performance of classic vehicles, with a particular admiration for Mercedes-Benz SL models.

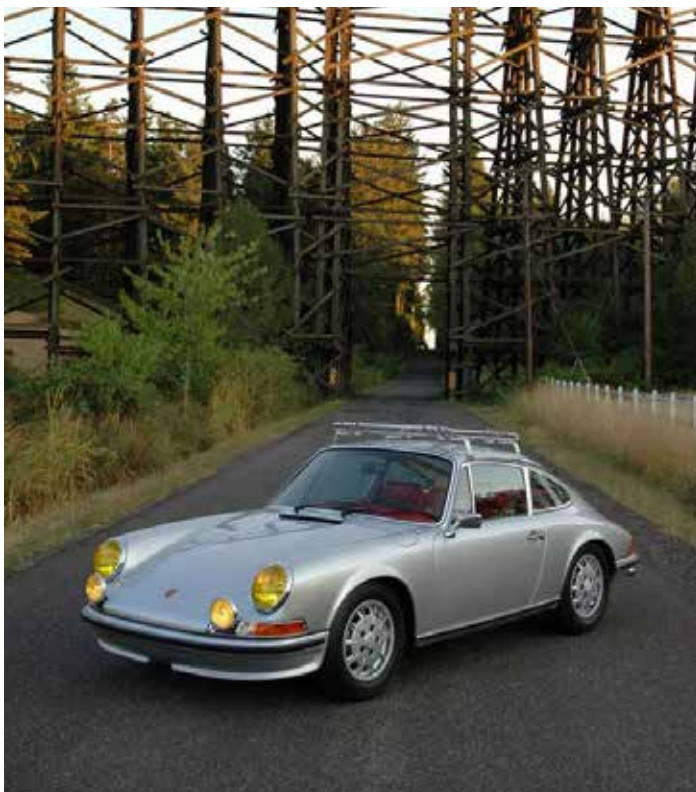
While Daniel has yet to acquire a classic automobile, he has his sights set on a 1929 Lincoln Model L Victoria, reflecting his sophisticated taste and keen interest in automotive history.

Daniel's enthusiasm for motoring has taken him on unforgettable journeys across Europe, whether riding motorcycles or driving vintage cars. These adventures have fueled his appreciation for classic vehicles and their unique ability to connect history, craftsmanship, and innovation.

A lifelong learner, Daniel credits GIRCCCA Member Jim Tharp with inspiring his love for classic cars and imparting invaluable knowledge about the hobby.

Now serving on the GIRCCCA board, Daniel is committed to honoring the club's traditions while helping it grow and thrive in the years to come.

Daniel lives in Palos Park, Illinois, with his wife and two children. In addition to his work with GIRCCCA, he is a dedicated funeral director who brings compassion and professionalism to his community. His family and career serve as the foundation for his active and meaningful involvement in the club.



Annual Picnic

by Maureen. Blevins

The 2024 Annual Picnic of the GIR and the POC was held on July 14 at Hidden Lake Forest Preserve in Downers Grove, IL

After a bit of morning rain, the skies cleared for a wonderful afternoon.





Geneva Concours

by Maureen. Blevins



1913 Locomobile Touring Dennis & Bonnie Heywood



1930 Studebaker President Opera Coupe Steve & Sally Styers



1912 Rolls Royce Ghost Jeff Schreiner



1913 Overland Touring Bill Honiotes



1940 Buick Prototype Dan Slowik



1929 Cadillac Convert Coupe Jeffrey, Karen, Joshua Ozen



1915 Ford Runabout (nc) Wayne Jorgensen & Paul Safranski



1929 Cadillac Sport Phaeton John & Cindy Hansford



Fire Brigade - 1929 Ford AA Fire Truck Ken Ehrenhofer



Artist at work



1886 Benz Patent Motorwagen Vintage Motor Cars



1951 Jowett Jupiter (nc) Tim Olson



1936 Pierce Arrow Coupe

Gus Levisay



Gus Levisay and Dennis Sobieski



1934 Packard Victoria by Dietrich

Dan Sobieski



Bob Lederer



Patt Barrett



Dennis Heywood



Mike Pavlak



1930 Auburn Phaeton

Charles & Tracy McCarthy



Custom paint job??



1937 MG Tourer

Bob & Donna Hanselman



1950 MG Roadster (nc)

Raymond & Brenda Harris



1936 MB Spezial Roadster

Dana & Patti Mecum



1958 Gilera (nc) & 1957 Aermacchi Chimera (nc)
Burt & Diane Fitzgerald Richmond



1923 Ford Pickup Truck (nc)

David & Kimberly Shaddock

2024 Features were:

The Locomobile

Carl Benz's 180th Birthday

All things Morris Garages (MG)

and new this year lite Trucks



1926 Morris Bull Nose

Dennis & Crystal Klemm



1929 Ford Gas Truck (nc)

Roger & Kathy Porep



1924 RR Twenty Phaeton Smith & Waddington Gary Rock



1938 Cadillac 5 passenger coupe Jim Kleinschmidt



Jim & MaryLou-Soldato Friedrichs



Paul & Jan Grant



Jim Kleinschmidt



1969 MG Roadster(nc) John & Jennifer McNabola



1958 Gilera (nc) & 1957 Aermacchi Chimera (nc)
Burt & Diane Fitzgerald Richmond



1919 Citroen touring Fantastic Barn Find!



1923 Amilcar Monoposto David & Nancy Watts

Geneva Concours Winners Circle



1959 MGA Twin-Cam Roadster(nc)-Alan & Mary Alyce Blum



1934 Packard 108 Victoria by Dietrich - Dan Sobieski



John Barrett hands out the trophies



1934 Packard Super 8 Convertible - Pavlak Family



Master of Ceremonies John Maxson



Bibiana & Humberto Garcia

GIRCCCA members who won awards this year:

- 1913 Locomobile Touring - Dennis & Bonnie Heywood
- 1923 Ford T Pick up - Dave & Kimberly Shadduck
- 1934 Packard 108 Victoria by Dietrich - Dan Sobieski
- 1934 Packard Super 8 Convertible - Pavlak Family
- 1958 Gilera 125 - Burt Richmond & Diane Fitzgerald
- 1959 MGA Twin-Cam Roadster -Alan & Mary Alyce Blum



GIRCCCA Annual Dinner: A Night to Remember

The Greater Illinois Region Classic Car Club of America (GIRCCCA) held its much-anticipated Annual Dinner at the stunning Napleton Porsche Westmont facility, and what a remarkable evening it was!

A special thank you goes out to the Napleton family for their generosity in hosting the event at their ultra-modern space, which truly elevated the experience for all attendees. This state-of-the-art dealership and factory-certified Porsche restoration shop provided the perfect backdrop for our celebration, combining automotive excellence with a touch of luxury.

An Unforgettable Venue

From the moment members and guests arrived, they were in awe of the immaculate facility. Highlights included:

- **Factory-Certified Porsche Restorative Shop:** Members explored the cutting-edge shop, marveling at the skill and craftsmanship that goes into each restoration.
- **Porsche Custom Design Center:** Guests were able to dream up their ultimate Porsche and learn about the bespoke customization options available.
- **New Car Inventory:** The showroom boasted a dazzling array of the latest Porsche models.
- **Historical Artwork & Antique Displays:** Guests were treated to a private viewing of stunning Porsche historical artwork, providing a unique glimpse into the brand's storied past.
- **The Champion Restored Porsche 911:** Attendees were thrilled to see a meticulously restored Porsche 911,

a Napleton national champion winner, showcasing the unparalleled artistry of their restoration team.

An Evening of Fellowship and Fine Dining

The evening's on-site catered dinner was nothing short of superb, with a delicious menu enjoyed by all in attendance. The ambiance of the event space, combined with the camaraderie of fellow GIRCCCA members, made the dinner a highlight of the night.

A Captivating Speaker

The evening also featured an engaging presentation by an expert on Packard automobiles, who shared fascinating insights into the history and legacy of this iconic brand. Kevin Waltman captured everyone's attention with his 'Roaming 'The Rapa' presentation detailing his very unique once in a lifetime experience of driving a 1933



Russ Rodriguez welcomes guests and gives highlights of the past year



Alan Blum's 1931 Packard 833

Packard and a 1935 Auburn across New Zealand.

The GIRCCCA Annual Dinner at Napleton Porsche Westmont was an unforgettable experience that perfectly combined our shared passion for classic cars with the elegance and innovation of the Porsche brand. We extend our deepest

gratitude to the Napleton family for making this event so special. Here's to more incredible gatherings in the future!



Bud Schweppe and Heather Wilson



Reuben Taylor



Jamie Smith, Mark Smith and Mary Ellen Thielemann



John McNabola, Dan McCarthy, Emmet McCarthy, Jim Kleinschmidt's 1938 Cadillac



1938 AC 16/90 Two-Seater

Owner: Doug Stuart

It was a cold day in Hobart when I drove out to meet Doug Stuart and take photos of this month's cover car. He had it ready and waiting out of the garage when I arrived.

Stuart has only owned this car for about three years, after successfully bidding on it at auction. It was restored by the previous owner, well known car collector Jim Feldman, and came in 3rd in class at Pebble Beach in 2006.

Displayed at the 1938 London Motor Show, this particular AC was the first of only five built. It is thought that there are three remaining. The 16/90 differed from the 16/80 because of the addition of the Arnott supercharger, making this model the most significant of the limited run of pre-war short chassis competition sports.

In addition to a number of other cars in the Stuart garage is another AC - a 16/80, which he also bought at auction about 10 years ago.

He drives his race cars at Blackhawk every summer, and also at Road America and others.

Doug owns about forty cars, distributed among several area garages, most of which, if not all, come with notable and interesting histories. In recent years he says he is getting

away from the true classic cars, although he still enjoys them and does show them on occasion, but is more interested in the vintage racing cars because he loves driving them.

He is planning on retiring at the end of the year, happy that he will have more time to spend traveling and racing.





The finish on the car is called 'bright Snow Shadow Jeweissance' and is complemented by the bright red leather interior and black cloth top.





In the late thirties, AC production was limited, but had become specialized to the point where it could be customized to individual customers. From 1936, there was a line of 2 litre roadsters and sports cars, including coupes and saloons, occasionally known as Aces. The 16/90 represented the prewar culmination of the John Weller-designed single-overhead camshaft 1,991-cubic-centimeter six-cylinder.

Introduced at the 1938 London Motor Show, the addition of an Arnott supercharger raised power even further. Simultaneously, AC revealed a revised body with



sloping tail and single rear-mounted spare wheel and tire, updating the visual design to complement the added power.

The 16/80 and the 16/90 have a lot in common, and were built on a short wheelbase chassis with the original AC straight six producing 80 bhp. In 1939, AC offered the optional supercharged engine in the 16/90 with 90 bhp, but only 5 were built on a total production run (16/80 and 16/90 together) of just 42 cars. These two-seater cars were fitted out to high standards, and the top speed of the 16/90 was in excess of 100 mph.

Sold immediately after the Motor Show to one R. Cowell-Smith, it was discovered

complete but disassembled in North Wales in 1974 and acquired from its then-owner, R. England, by Alan Huxley-Jones. Still disassembled, it was then acquired by D. Hescroff who called it to the attention of Jim Feldman. Reassembly and restoration was carried out by AC specialist Phil Whitaker and completed in 1993.

The car is fitted with silver-painted wire wheels, has a folding windshield, dual outside rear view mirrors, a greyhound radiator cap mascot, Lucas Bi-Flex headlights, Andre Hydro-Telecontrol adjustable shock absorbers and a badge bar.

"Laura is very supportive of the car hobby, and once drove our '37 Cord (supercharged Sportsman) to a car show - and won best of show.

I would like to mention, we have several members of the CC Club that race in the prewar group (VSCDA group 1). I will always be interested in the classics, but prewar racing adds another level of intensity.

There is something about racing with mechanical brakes, friction shocks and a supercharger that brings about a level of elevated concentration. I would encourage members to stop by Blackhawk over Father's Day weekend and meet the group. There are no trophies, just a bunch of knuckleheads having fun!"



The 16/80 vs the 16/90



Sloping tail and single rear-mounted spare wheel and tire, compared to the original slab-tank Competition Sports.



Slight changes to the fenders and the reshaped dash are apparent, as are the differences in the engine.



The Dashboard

Greater Illinois Region
Classic Car Club of
America
December 1999



Joe and Sharon Hayes' 1938 Convertible Victoria Lincoln by Brunn

The National Technical Museum, Prague, CZ



In May of this year (2024) I took a two week vacation to the city of Prague, in the Czech Republic. I've always heard it is one of the most beautiful cities in the world, and when an opportunity came for me to see it, I jumped at the chance. Let me just say, I was not disappointed. My time was spent mainly in the city, but midway I met up with a small group of like-minded photo enthusiasts and we spent a few days out in the country. Both experiences were beyond my expectations.

Whenever I travel I look for some antique car collection or museum that I can share with you, and besides, I do love old cars! The National Technical Museum in Prague fit the bill.

I learned a bit of Czech prior to going - it never hurts to learn a few phrases when you go to a foreign country. Almost everyone in the city speaks rather good English. *Almost* everyone.

I got directions from the young desk clerk at my hotel as to which tram to take to my destination. I'm not sure where we miscommunicated, but I never saw the stop where I was supposed to get off. I ended up at the end of the line, where I had to get off and wait until it was time for the return trip - about 20 minutes.

An elderly man soon joined me at the stop and I decided to take my chances and ask him if he knew where the museum was. He spoke no English, but with the little I knew and google translate on my phone... He ended up getting on the tram with me, telling me which stop I wanted, and then he exited.

Well, that stop wasn't quite right either. Maybe the fact that neither of those two had heard of the museum

added to the confusion? I did see an armed police officer that finally managed to give me some solid directions. I decided to walk the rest of the way.

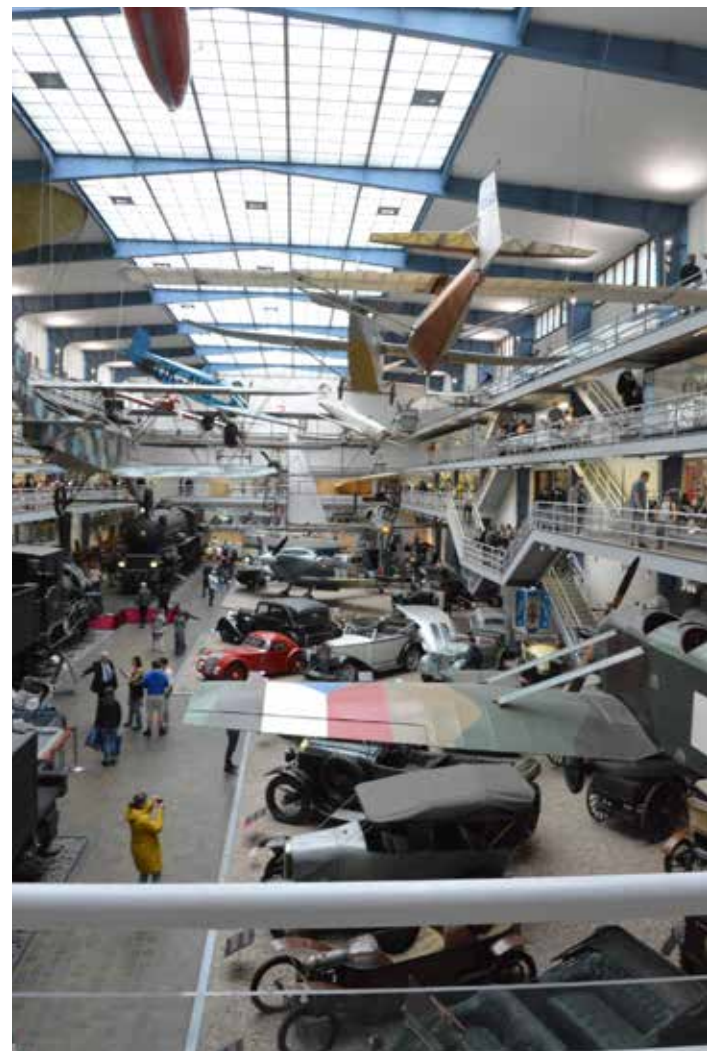
It was quite exciting when I finally saw the Museum a few blocks ahead of me!

Once inside, I made my way to the Transportation Hall. There were trains, planes, and automobiles. When you walk in from the main entrance hall, the huge space opens before you

As you can see from the photos there are several levels. The big stuff - cars and train engines are down on the floor, planes are hanging from the ceiling, and the other two levels have assorted displays, such as the motorbikes.

I headed down the stairs.

Wandering through, I saw all kinds of cars I had never heard of before, which I expected, along with one or





An overhead view

two names everybody is familiar with, like Benz, and Mercedes. They were all impressive and in very good condition, considering the age of some of them.

All of the signs were printed in two languages - Czech and English - very convenient. An audio tour is also available.

Starting in 1929 an arms factory in Prague manufactured Jawa motorcycles which quickly became the most widely sold machines in the country. In 1934, they began production of small passenger cars with twin-cylinder two-stroke engines and front wheel drive.

In 1935 six sports specials were built for the 1000

Below: 1939 Aero 50 HP The car was used by Czechoslovak president Edvard Benes in London exile during WWII



Czechoslovak miles race, one of the most important sports events in the country. Three had open roadster bodies, three were coupés. A Jawa won in the 750cc category and also won the President of the Republic prize for most successful team.

This renovated car is the only one extant.



Tatra was first and foremost a producer of railway wagons, producing only a few dozen cars a year. In 1923 a new car plant was built to produce the small Tatra 11 with an air-cooled engine, steel tube forming a backbone frame and rear swing half-axles.

1925 Tatra 11



The Czech Republic is one of about ten countries which can be regarded as the cradle of motoring. Motor cars have been continuously produced here since the end of the 19th century.



1898 NW Präsident

This car has been in the National Technical Museum collection since 1919. The first of these was started in 1897. It has a water-cooled four-stroke horizontally opposed twin-cylinder engine placed cross-wise above the rear axle and with rear wheel drive. Maximum speed 21 km/hr.



1911 Audi 10/26 HP

Imported cars also played a significant role in the country's automobile history. One of the finest exhibits in this museum is this 1911 Audi - the oldest Audi in the world, preserved in unusually complete and original condition.

It's first owner dismantled it at the start of WWI and stored it in his attic for fear of it being requisitioned. It remained there for forty years. It was reassembled upon the death of the owner, when it became part of the museum collection.



1893 Benz Viktoria

In 1893 a textile magnate imported a Benz Viktoria into Bohemia. It was the first motor car used in Czech lands. The owner made a long distance trip in this car in July 1894, driving over 939 km in six days with an average speed of 13.6 km/h. His detailed diary also notes that on his journey he encountered no other motor cars on the road.



1902 De Dion-Bouton L

At the turn of the 19th and 20th centuries, automobiles were only heard of or read about in Czech lands. As times changed and cars increased, those made in large series began to appear. Between 1899 and 1902 De Dion-Bouton factory near Paris, produced about 3,000.



1938/39 Mercedes Benz W154

In the second half of the 1930s European Grand Prix circuits were dominated by German machines, which had no competition for their excellence. The top design of that era was the MB W154, which is often regarded as the best racing car of all time. This car, driven by Rudolf Caracciola, is in remarkable original condition, and is considered the most valuable exhibit in the museum.

Supercharged, liquid-cooled four-stroke vee 12-cyl DOHC engine placed lengthwise behind the front axle, rear wheel drive. Engine capacity 2962 cc, output 484 bhp, maximum speed 315 km/h



1915 Indian

In 1899, the Czech motorcycle was one of the most modern in the world. Fifteen years later the Indian from America was regarded as the most sophisticated motorcycle of the time. With advanced driving gear, the engine drove the rear wheel by means of a chain through a two-speed gearbox with a clutch. Additionally, both wheels on this machine's chassis had spring suspension.



1910 Vodici pace motorcycle

Cycle races following motorized pacers were a very popular sport at one time. The pace motorcycle rider, sitting in upright position, parted the air to enable the cyclist riding closely behind to reach sustained speeds of up to 100 km/h. Pace motorcycles were individually built machines. This is a typical representative with a massive four-stroke engine, which does not even have a gearbox or suspension.





1911 Kašpar JK-Blériot aircraft of the first Czech pilot Jan Kašpar

Among the aircraft hanging in the museum is a vintage hot air balloon and basket (below)



One of two or three historically important steam engines. There are other train cars as well, including a replica of the salon car of Emperor Franz Joseph I.

(left) 1911 Express steam locomotive 375.007 Hrboun (Humpback)

In 1911, Jan Kašpar managed to construct his own functional aircraft which he called JK. He planned to embark on the first long-haul flight in the Czech lands. The first test flight took place on 30 April 1911, The same day Kašpar also made the first flight with his cousin as a passenger. Kašpar's most famous flight took place on 13 May 1911. He flew 121 km in 92 minutes. At the time, it was the longest flight in the Austro-Hungarian Empire. Kašpar donated the aircraft to the National Technical Museum, where it has remained ever since.

The museum has a total of 34 airplanes, of which 18 are on display. The Spitfire is one of three unique military planes.

The 1945 Supermarine Spitfire LF Mk.IXE fighter plane is a major symbol of the allied victory. But it also holds a unique place in the history of Czech aviation. All three Czechoslovak RAF



squadrons fighting in 1940 to 1945 in the British Royal Air Force were gradually equipped with Supermarine Spitfire fighter planes.

The National Technical Museum was founded in 1908 and has been in its current location since 1941. The museum houses 26 permanent exhibitions. From 2003 to 2012 the museum underwent a massive reconstruction, expressly for the purpose of serving as a technical museum. On February 16th, 2011, after an almost five-year pause, the Museum was reopened to the public. Five new exhibits were opened during that year, including the traditional Transportation Exhibit. The museum now presents centuries of technical ingenuity.



The exhibits on cameras and photography, astronomical instruments and the measurement of time were also of interest to me - much more than the history of appliances .



There are a couple of other buildings in other locations that are part of the National Technical Museum; the Center for Building Heritage and an Exhibition of Railway Vehicles, which contains about 100 pieces of 'rolling stock'.

Before I left the building to find my way back to the hotel, which turned out to be much easier than getting here, I had time to see some of the other galleries. It was quite an enjoyable day - even if I did get lost.

If you ever get to Prague, and you are one who enjoys museums, I highly recommend this one, but unless your Czech is really good, you might want to call an Uber.



There is a small carousel housed in this structure, just across the road from the main building. It sits in a large park, at the other end of which is a rather nice view of Prague.



Members In The News



Russ Rodriguez made his way to Hershey this fall and sent these pics.

Alan and Nancy Strong made it over to the Hilton Head Concours at the end of November. They were asked to show their 1915 Packard pace car. "We received two awards - Nancy got a fashion award and the car got a Palmetto award."



*1915 Packard 3-38 Special Roadster
Fashion Award - Best Match - Couple
Palmetto Award - Packard 125th Anniversary*

For Sale

1935 Chrysler Airflow C-2 Imperial

This regularly driven Airflow is a real head turner, just get in and go.

Asking \$49,900.

Mark Smith 312-305-3010 or

Tom Kleinschmidt 847-946-7701 .



1930 Packard Model 740 Custom Eight Seven Passenger Touring Sedan.

Tuned-up and tested for road-worthiness. Dove gray and black with a red pinstripe.

Asking price is \$70,000. All serious offers considered.

Contact AnnaMaria Turano at 917-941-2990 or
aturano@hotmail.com



1940 Buick Custom Town Master Prototype

Completed in 1939, it is the first, and only one of its kind. It was shown at the GM. exhibit at the Waldorf Astoria in New York at the 1940 National Automobile Show .

Asking \$70,000.

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

Property For Sale

Auto Enthusiast's Paradise
3515 Oak Ridge Road
Crystal Lake, IL 60012
\$2,249,000

8.3 Acre Gated Estate

22,100 SF of Car Buildings with Workshop & RV Storage • Gorgeous Updated Home • Pool House with Saltwater Pool • Pond • Recirculating Stream



*Meticulously designed to cater to every automotive passion! Nestled on an 8.3-acre wooded & fully fenced property is the beautiful estate home and 2 magnificent auto-wonderland outbuildings. The home features an attached indoor pool house with retractable roof for the summer months and dehumidification system for winter. Sculptured driveways seamlessly connect past the aerated pond, stocked with bass & bluegill, to the 2 incredible outbuildings. Both buildings are fully climate controlled, and feature epoxy floors and showroom lighting. Backup generators for the home and both outbuildings guarantee uninterrupted power. **It's not just a residence, it's an automotive haven, and can be for a single owner, or shared by a group of collectors to store, restore and enjoy their collections.***

Outbuilding #1, built in 2000, is 7,100 SF that combines a workshop, parts storage, office with kitchenette and full bath, and showroom. This custom designed building has clerestory windows for natural light and a bonus of covered exterior storage.

Outbuilding #2, built in 2005, encompasses 15,000 SF. Built into the hillside with two levels of showrooms, 1½ baths, large office with boardroom, laundry, and kitchenette.

The 7,800 SF estate home features 7 bedrooms, 4½ baths, and 3-car garage. The home boasts incredible views from every room, features gleaming hardwood floors, fresh paint, new carpeting, 2-story stone fireplace, updated white kitchen with high-end appliances, remodeled bathrooms, 3 season porch, and 1st floor primary bedroom suite. Accessible via a heated glass walkway is the pool house with salt-water pool, hot tub, kitchen/bar, and full bath/locker room.



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Scan the QR code for photos and additional information





CLASSIC CAR CLUB OF AMERICA

Approved CCCA Classics as of 01/2022

The Classic Car Club of America defines a Classic as a “Fine” or “Distinctive” automobile, American or foreign, built between 1915 and 1948, generally high-priced when new and built in limited quantities. Other factors, including engine displacement, custom coachwork and luxury accessories help determine whether a car is considered to be a Classic.

Only certain models of the following vehicles built during 1915 through 1948 are recognized as CCCA Classics: Be sure to check on the list of recognized cars to see if all models of a particular marque are accepted as Full Classic® cars.

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

A.C.	Cord - all	HCS	Locomobile	Rochester-Duesenberg
Adler	Corinthian	Heine-Velox	Lozier	Rohr
Alfa Romeo - all	Cunningham	Hispano-Suiza	Marmon	Rolls-Royce
Alvis	Dagmar	Horch - all	Maserati (considered)	Ruxton -all
Amlcar (considered)	Daimler	Hotchkiss	Maybach - all	Squire - all
Apperson	Daniels	Hudson	McFarlan	S.S./SS Jaguar
Armstrong-Siddeley	Darracq (see Talbot)	Humber	Mercedes-Benz-all	Simplex
Aston-Martin	Delage	Hupmobile	Mercer - all	Simplex-Crane
Auburn	Delahaye	Invicta	M.G.	Stearns Knight
Austro-Daimler - all	Delaunay Belleville	Isotta-Fraschini	Miller	Stevens Duryea
Ballot	Doble - all	Itala - all	Minerva	Steyr
Bentley	Dorris - all	Jaguar	Nash	Studebaker
Benz	Duesenberg - all	Jensen	National	Stutz
Biddle	Dupont	Jordan	Owen Magnetic	Sunbeam
Blackhawk - all	Elcar	Julian - all	Packard	Talbot
B.M.W.	Excelsior	Kissel	Paige	Tatra
Brewster	Farman	Kleiber	Pathfinder	Templar
Brough Superior	Fiat	Lafayette	Peerless	Triumph
Bucciali	Fox	Lagonda	Pierce-Arrow	Vauxhall
Bugatti	Franklin	Lanchester	Railton (considered)	Voisin - all
Buick	Gardner	Lancia	Renault	Wasp
Cadillac	Georges Irat	LaSalle	Reo	Wills Ste Claire-all
Chadwick	Graham-Paige/Graham	Leach	ReVere	Willys-Knight
Chrysler	HAL	Lincoln	Richelieu	Winton
Cole	Haynes	Lincoln Continental	Roamer	

How to Join the Classic Car Club of America (CCCA)

It's easy to join! Either call and ask for a membership application, or just click on the link and join online!
We are the Greater Illinois Region. We'd love to have you as a member.

<https://www.classiccarclub.org/join>

Classic Car Club of America
3501 Algonquin Rd.
Suite 300
Rolling Meadows, IL 60008

847-390-0443

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.





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