

The DASHBOARD

SPRING 2024



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



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Dashboard

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Up To Speed

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LETTER from the DIRECTOR

Greetings fellow car enthusiast:

I hope you've been able to attend some of our outings this year. We've already enjoyed a very moving memorial to the voyage of the Titanic as well as displaying cars at a convention in Schaumburg and are setting our sites on other activities that promise to be just as interesting and exciting.

I hope you can join us for a rare peek into Pete Todo's world of classic cars coming up Sunday, May 5.

We return once again to the flowers and gardens of Oak Brook shopping center to enjoy the family tradition of the Father's Day show. If you haven't entered your car, please do so soon. As you know, we have a limited number of spots, and we want to showcase only the best of the best.

I know your calendar is full of choices this year and I hope to see you at many of the national and local events, which are sure to pique your interest. As always, we look forward to any suggestions you may have for activities that we can offer up to our club members. We are also open to adding to our board of directors to help facilitate all we do to organize these adventures. Do you know of a special collection of cars that we haven't seen before? Maybe you know of a museum or historical site whose history would be a treat for all or maybe you know some back twisty roads for a driving tour that would be just the ticket for an escape from city traffic?

Without the influx of new ideas and the energy that a new perspective can bring, we will not be on the leading edge of providing experiences that we all enjoy. I hope you will consider giving a few hours of your time to help the club continue its mission of carrying on the traditions of our past while encouraging the growth of the hobby by sharing our cars with others.

CORDially,

Russ



OAKBROOK FATHERS DAY CAR SHOW 2024 SUNDAY- JUNE 16

55TH INAUGURAL CLASSIC CAR SHOW

SPONSORED BY:

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

OAKBROOK CENTER

Welcome to our New Members:
Steve Georgelous, Ty Hodgson, Randy Olson

Board of Managers



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Upcoming Events

May 14 - car show - Wyndemere, Wheaton, IL

May 31 - June 2 - CCCA Museum Experience: Power & Performance Then and Now - Hickory Corners, MI

June 9 - 15 - National Packard Club 57th Annual Meet Brookfield, WI <https://www.packardclub.org/>

June 16 - Fathers Day - Annual GIRCCCA Oakbrook show

July 13 - Concours d'elegance at Copshaholm - South Bend, IN

July 14 - GIR/POC Annual Picnic - 11 am - 4 pm Hidden Lake Forest Preserver, Downers Grove, IL

July 21 - AACA ILRegion Car Show – Carpentersville, IL

August 18 - Pebble Beach Concours d'elegance

August 25 - Geneva, IL Concours d'elegance

August 31 - ACD Fest

September 8 - Greenfield Village Annual Car Fest

September 22 - Cadillac Fall Fest at Gilmore Museum

October 8 - 11 - Hershey Fall Meet

November 3 - Hilton Head Concours

November 10 - GIRCCCA Annual Dinner - to be held at the Klairmont Kollection, Chicago

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



Welcome to Spring - and car season!

The weather turned early this year, but as often is the case, Winter still likes to pop up now and then with a frost or a chilly day. But the trees are in bloom and the flowers are popping up, and my grass needed cutting a month earlier than usual. Another way for me to tell when Spring has arrived is by the sound of motorcycles going down the road past my house, and there are always those few who put that convertible top down on a nice sunny day no matter what the temperature.

I'm looking forward to getting out to a nice car show any day now, and of course, everybody is gearing up for the annual Oakbrook Father's Day Show.

There are loads of opportunities to show your cars at local shows. I've highlighted a few special ones on the next page, and of course the calendar on the previous page lists some shows along with our club outings and events. Be sure and check on our website for a more extensive list of shows and opportunities to display your automobiles.

It was a nice day for a drive the day I drove up to Dan Slowik's place to get pictures of his very special car for this issue. However, it was not without a slight - shall we say glitch? Getting locked in the ladies room at a gas station and having to be rescued by a good Samaritan and the local police department makes for a pretty funny story.

Maureen

p.s. I hope you enjoy this issue of the Dashboard!

Road Trip Anyone?
Don't forget to send a postcard!



Upcoming Opportunities

2024 Experience
Power & Performance Then and Now



CCCA MUSEUM
Art in Motion

Friday, May 31st
Car Performance Games & Power BBQ

Saturday, June 1st
Experience Concours & Awards Drive By
Banquet at Catalyst Center

Sunday, June 2nd - Tuesday
Traverse City & Leland Peninsula Tour

All Classics and Invited Clubs Welcome

Wyndemere Senior Residence in Wheaton. On May 14 bring out your car and bring out the smiles. The residents are so very appreciative to get up close and reminisce. Call Russ for details.



Our Annual Father's Day Show at Oakbrook Center Sunday, June 16, 2024

**Oak Brook
Fathers Day
Car Show**



2024 NATIONAL PACKARD MEET IN WISCONSIN



THURSDAY, JUNE 13

SHOW DAY at GREENFIELD PARK - AREAS 3A & 3B. Bring a Packard or two for judging or display. Relax in the beautiful park setting with a spacious show field and numerous shade trees. There is a permanent shelter with restrooms, picnic tables, and a children's play area.

Pre-ordered box lunches available on site.

American Packard Museum Youth Judging followed by kids pool party & kids lunch at COOL WATERS a short walk from the show. Sign up at Meet check-in.

Taste of Italy dinner buffet back at the Host Hotel at about 5:30pm, followed by the PAC's Vintage Fashion Show and Talent Show.



"MEET" YOU IN WISCONSIN
JUNE 9 - 15, 2024
REGISTER EARLY!



QUESTIONS? CONTACT PAUL GRANT @ (414) 350-4337 or PJGRANT100@hotmail.com



Introducing...

Jamie Smith

Hi! I'm Jamie. I'd like to tell you a little bit about myself.

I'm a native of west-suburban Chicago. By profession I'm a Montessori Teacher in Chicago. I've been teaching in early childhood education for 20 years, the last 13 in Montessori.

Outside of work I'm generally spending time with my rescue pup, Cocoa. When I'm not working I'm generally reading, hanging out with my pupper or occasionally crafting. I also love to travel!

I enjoy spending time at the museums in the city, and the Museum of Science and Industry is one of my favorites to visit - particularly at Christmas.

Another passion of mine is in all things historical. I enjoy local/localish history quite a bit. Which is where my enjoyment of classic cars comes in.

I love to see where the cars were made, as well as learn about the history of cars, whether an individual car or a car type. I've loved attending the various activities the club has held over the past few years. The Father's Day show at Oakbrook is always one of my favorites.

I've always loved VW bugs and Jeep Wranglers. My favorite "classic" would be my dad's Packard, and I love riding in the rumble seat.

I'm a member of the Board, and have been since the Fall of 2021. I'm looking forward to continuing to showcase the many amazing cars that are around.



HAGERTY
CLASSIC CAR INSURANCE

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Gull Wing Motors Tour 2024

Photos by Gary Gerstner

On Saturday, February 17th, the club was invited to visit Gullwing Motors in Gurnee to view the amazing collection of cars. Mostly Rolls Royce and Bentleys, there were other CCCA classics sprinkled in.

It was a small group in attendance: Gary Gerstner, Paul and Jan Grant, Pete Hansford, John and Cindy Hansford, George Hanson, Tom Kleinschmidt, John England, Bob Marshall, Tom and Jean Roche, Russ Rodriguez, Mary Ellen Thielemann, Dave Taylor, Jay and Julie Weber, Ron White, John McNabola, Bob Reinhold, and Dan McCarthy.

After the tour, the group gathered at The Silo for lunch.



Gull Wing Motors Tour 2024



Gull Wing Motors Tour 2024



Spring Tour - Volo Museum

Reviewed by M. Blevins
photos by M. Blevins and G. Gerstner

Many of us have been to the Volo Museum - several of us more than once, but a trip was planned none the less, mainly to view their newest addition - The Titanic Exhibit.

If you didn't join us on this tour to see the exhibit, I would recommend that you plan to see it at some point. It was very well done, and the comment I heard the most was "It was much better than I expected."

In some ways, it fittingly centered around cars - the cars of the rich and famous who were passengers on the ill-fated luxury liner. The cars on display are the original cars of those owners.

One car is presumed to have gone down with the ship and still sits on the ocean floor. It's identical twin is in the exhibit - a beautiful Renault Type CB Town Car.

Along with the cars, clothes and memorabilia, the stories are posted in gilt frames, alongside the artifacts. There is also a brief documentary film shown in a small, side theatre. I hope no one missed it, as it was well worth seeing.

The group had plenty of time to peruse the exhibit. It is a timed exhibit, with a limited amount of patrons being let in at a time. Afterwards we wandered through the auto



Some participants gather for a group photo in front of a propeller from the Titanic

museum at our own pace until it was time to regroup and head for lunch.

This car, a Rolls Royce 40/50 Silver Ghost Limousine Landaulette, custom bodied Barker, is believed to be one of John Jacob Astor's. It has spent some time displayed in the Henry Ford Museum in Dearborn, MI.

Astor was worth over \$150 million dollars. His wife, five months pregnant, survived, but he did not. He was identified by initials sewn into the lapel of his dinner jacket.





Posters in Gilt frames adorn each vignette, telling the stories of the passengers.

The only car listed on the Titanic's manifest was this Renault CB Luxury Town car owned by William Carter and his wife Lucille. They both survived.

This car has six fenders. A replica was built for the movie. The car in the exhibit is 112 years old, magnificently restored to a Top Flight 100 point restoration.



Spring Tour - Volo Museum



(top left)

This 1906 Peugeot Royal Victoria is the only one in the world. It belonged to Lady Lucy Duff Gordon, a British Fashion Designer. She and her husband both survived.

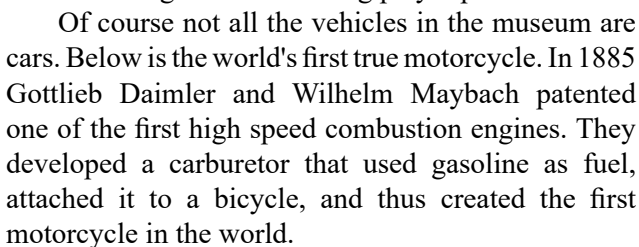
(below)

1911 Delaunay Belleville HB6 Imperial Laundaulette - F Rothschild et Fils - the personal limo of Benjamin Guggenheim. Guggenheim, his secretary, his chauffeur, and his valet boarded the Titanic in Cherbourg. His secretary survived, the bodies of the others were never recovered.





At left we have the *Boogie Woogie Piano Car* - an actual running car and working player piano.



1885 Daimler Gives World First True Motorcycle

Patented by Gottlieb Daimler in 1885 on the "Daimler" motor vehicle, the Daimler motor vehicle is a significant milestone in the history of motor vehicles. It was the first motor vehicle to be used for transport and was the first motor vehicle to be used for transport. The Daimler motor vehicle was the first motor vehicle to be used for transport and was the first motor vehicle to be used for transport.





Gus Levisay looks like he might be interested in buying this sporty looking speedster.



A nice 1950 Pontiac Catalina Super Deluxe for sale

This body by Barker Packard belonged to Henry Hatch, who was said to have owned 27 others prior to this one. He had the '37 chassis shipped to England for the coachwork. Barker went out of business shortly after completing this car, making it the last collaboration ever between Packard and Barker

(below) You can dance through this hallway with it's colorful jukeboxes playing classic rock.





Mark Smith, Jamie Smith, Mary Ellen Thielemann, Russ Rodriguez, Bill Lee, our wonderful waitress, Mike Pavlak



Bud Scheppe, Heather Norton, Frank Ruzek, Jim Friedrich, Nicole Waltman, Kevin Waltman, Dan Lee, Kathy Lee



Ron Pavlak, Reuben Taylor



Left to right: Cameron Hansford, John Hansford, Pete Hansford, Connor Harrington, John McNabola, John Rock, Josh Zartmann

Windhill was definitely the place to be. It was packed, and after the meal, I understood why. The food was excellent, and even with our large group, it all came out of the kitchen nice and hot, and the waitresses delivered it all to the right people. Now that's worth a nice tip.

Below: Russ Rodriguez, Mary Ellen Thielemann, Maureen Blevins, George Hansen, Mark Smith, Jamie Smith, John Rock



The Titanic's center anchor, weighing 16.8 tons.





1940 Buick Roadmaster Series 70 Brunn Body Touring Car

Owner: Daniel Slowik

The coach-building firm of Brunn designed several custom-bodied Buicks for the Series 70, 80, and 90. Only one Roadmaster example is known to have been produced in 1940, an open-front town car, that was dubbed "Townmaster". This is that car. It is the only one of its kind.

The car was shown at the Waldorf Astoria Auto Show in New York, in 1940, a prototype that Buick kept for five years before being sold to the Lily family. If you've heard of



The front compartment is upholstered in black leather.



The rear compartment is upholstered in a pale Rose colored fabric. It sports a comfortable 3 person bench seat, and two floor heater vents, one of which is visible in the photo at right.

A sliding glass window separates the front and back compartments.

Buttons along the top of the armrest in the back seat, control a then state-of-the-art Sonomatic radio, mounted inside the trunk. The button at the front of the arm rest enables the passengers to talk to the driver.



Lily paper cups and dispensers - it was that Lily.

Being a prototype, the car had an engine, but no electrical system. It was not to be driven. Mrs. Lilly did however, drive it around her Connecticut estate.

When the owners eventually passed away, the kids were quick to rid themselves of the family cars, putting an ad in the NY Times. Then, in 1980 the car was sold at the Atlantic City Auction, where it was purchased by Frederick Capp of

Indianapolis. He not only bought this car, but successfully bid on several others that day. It should be noted that Capp is to be credited for applying for Classic status with the CCCA for this car.

When Slowik first saw ads for this car, he was confused. Talking on the phone, Capp insisted it was a Roadmaster limo. Slowik knew that wasn't possible, but the owner insisted it was a Buick Roadmaster limo. He sent over a picture of the Roadmaster emblem on the louvers and with a little more investigation, Slowik eventually realized what was being offered.

It took him two years to strike a deal. When he finally got the car it had blackwall tires, no hubcaps, no fender skirts, and someone had riddled the leather top with cigarette burns.

In replacing the top, the back window somehow got broken. It was safety glass, so even though it was fractured, it was still in one piece. When seeking a replacement window, which would have to be custom made, the cost became prohibitive. A friend directed him to a local cabinet maker who was able to custom make the window for him - even providing him with a spare, for a total of \$45 for both!



Other than that, the car is original. The interior has not been touched, neither has the car been repainted. Although it looks black at first glance, up close and in the right light, you can see the true color - a deep, dark Verde Green.

Trying to open the roof over the driver's compartment proved to be a challenge. Dan and his friends couldn't figure it out. But once they did - thanks to the help of his father-in-law, it was easy to open and close. He found the chrome strip, or spine, that supports the fabric headliner and gives it the same contour as the top, in the trunk - still in a box, brand new.

Dan Slowik has owned this car for 43 years. He drives the car once a week, to keep it 'loose'. He has never trailered the car to a show, only taking it to where he can comfortably drive it. He has been awarded several trophies for 'original'.

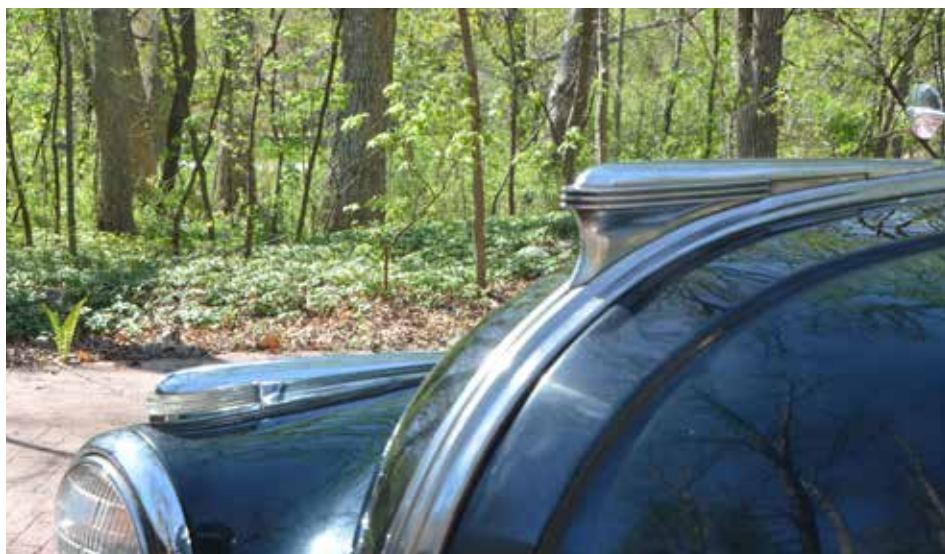
He laments the fact that some people don't appreciate the car for what it truly is - a piece of history.

Right: The alignment of the hood 'ornament' and the lights atop the fenders creates an artistic symmetry.

Top left: Chrome louvers below the hood cleverly conceal the latch, under Roadmaster emblem, that opens the hood, .

Above: A waterfall grille and commanding chrome accents add to the streamlined, elegant look of this car.

Bottom left: Expandable chrome bars add luggage space and are easily twisted open and shut.





Above: Mounted inside the trunk is the state-of-the-art Sonomatic radio, over the spare tire compartment.

The 1940 Roadmaster featured a cutting-edge "torpedo" C-body, with taller front fenders that supported the round headlights and a long, V-shaped engine compartment with a rounded front area curved down to mimic an eagle's beak. It was a statement of luxury and power. It featured shoulder and hip room that was over 5-inches wider. The Roadmaster was one of the most luxurious cars available on the U.S. market.

The running boards were eliminated. Instead, the body below the doors has a slight, outward curve.



The Roadmaster's Dynaflash engine—a straight-eight marvel—was renowned for its smoothness and power capable of propelling this automobile to impressive speeds for its time, with a top speed that flirted with 100 mph



Custom Built FOR CUSTOM SERVICE



Available now on special order is the custom-built Buick pictured here, the 1940 Buick Townmaster Sedan.

With body work by Brunn, the chassis is the standard ROADMASTER chassis with all 1940 Buick features, including the 141-horsepower straight-eight engine, electrically balanced *after* assembly; coil springs

on all four wheels; and the steady-torque-tube drive and heavy Buick frame.

Interior trim and appointments are subject to your taste through a wide variety of upholstery options. Standard equipment includes removable top for the chauffeur's compartment, speaking phone, center arm-rest in the three-passenger rear seat, sliding window behind the driver, and built-in heater.

At \$3895*, delivered at Flint, complete except for transportation based on rail rates, state and local taxes (if any), the Townmaster is a real value on its quality and fine finish.

**Price subject to change without notice.*

"Buick!"
EXEMPLAR OF GENERAL MOTORS VALUE

In this ad you can better see the 'sun roof'. The front half of the leather top "buttons" down to a retracting metal panel. When undone, it slides under the back, fixed portion of the roof to create an open chauffeur space.

Members in the News - Joe Bortz

Long time car collector and club member Joe Bortz has a new exhibit of some of his rare and beautiful dream cars on display now at the Petersen Automotive Museum.

Joe and his grandson were there recently and provided some photos and a video of the display for our enjoyment. The Petersen Automotive Museum did a fabulous job of setting up the six car display. If you have a chance to visit this on your next trip to California it'll be well worth your time. The display will be up until March 2026.

If you'd like to learn more about these cars and see more videos, please check out our website www.girccca.org.

Thank you Joe for sharing your passion and saving these cars.



On the following page is an article from Hemmings. Another article from Old Cars can be read here:

<https://www.oldcarsweekly.com/news/gm-motorama-makes-its-way-to-the-petersen-automotive-museum>

Six GM Motorama Dream Cars to Go on Display at The Petersen

Six of General Motors' dream cars from the 1950s will go on display at the Petersen Automotive Museum in Los Angeles in early April, creating what the vehicles' owner believes will be the largest gathering of Harley Earl-designed concept cars under one roof since GM's Motorama shows at New York's Waldorf-Astoria Hotel.

The six show cars — the 1955 Chevrolet Biscayne, the 1953 Pontiac Parisienne, the 1953 Buick Wildcat I, the 1954 Pontiac Bonneville Special, the 1955 La Salle II Roadster, and the 1955 La Salle II Sedan — are among the jewels of the Joe Bortz Auto Collection, which has collaborated with the Petersen on the unprecedented two-year display.

The exhibit, "General Motors' Marvelous Motorama: Dream Cars from the Joe Bortz Auto Collection," will mark the first time that the Petersen has ever shown a vehicle in junkyard condition,

that being the unrestored 1955 La Salle II four-door sedan that Joe rescued in the 1980s from the Warhoops Auto Salvage Yard in Sterling Heights, Michigan, the intended last stop for many a concept car when their turntable days were done.

It was routine for auto executives to order concept cars to be destroyed after the cars' retirement, and the fact that some have survived is a testament to the kind of strong feelings they evoke. Still, their very survival was perilous; a car might be hidden away in the wrecking yard like the two La Salle IIs, or cut into pieces and left to rot, like the 1955 Chevrolet Biscayne. Joe's collection of dream cars represents not only GM, but Chrysler, Ford, American Motors, and Hudson.

Below are brief descriptions of the cars that will be on display.
—David LaChance



1954 Pontiac Bonneville Special - Inspired by Harley Earl's visits to speed trials on the Bonneville Salt Flats, the fiberglass-bodied car bristled with jet aircraft-inspired styling cues.



1955 Chevrolet Biscayne - The Biscayne is considered to be the first concept designed by Harley Earl and his staff as a compact car. It was also used to showcase the new 265-cu.in. V-8 engine.



1955 La Salle II roadster - Harley Earl began his General Motors career in 1927 with a design for a La Salle roadster and had a soft spot in his heart for the marque forever after.



1953 Pontiac Parisienne - The Parisienne was designed to be a chauffeur-driven town car in two-door landaulet form, with a "cape top" protecting only the rear passengers from the weather.



1955 La Salle II four-door sedan - The La Salle II sedan shared many styling details with the roadster. It has been maintained as Joe found it at Warhoops in the mid-1980s.



1953 Buick Wildcat - Designed for the 1953 Motorama, the Wildcat is a low-slung, two-seat convertible with a raked wraparound windshield and a hydraulically operated top.

Motorcar Cavalcade

Reviewed by Russ Rodriguez

I'd like to share with our members my experience on one of the newer Concours d' Elegances out there.

I had the pleasure of being in attendance for this year's Motorcar Cavalcade event held Sunday, February 4 in Miami. I was treated to a car experience focused on Cars, Cuisine and Lifestyle. On display were over 100 beautiful cars including everything from brass cars, certified Classics, American post-war cars smothered with chrome from the 50s, muscle cars from the 60s, European luxury cars, tuners and super cars from today. It literally had something for everyone. One could even partake in helicopter rides taking in the Miami skyline and show field.

There was even a brief moment where Florida's legendary pop-up thunderstorms played center stage as everyone took cover to continue enjoying the champagne and sushi indoors

Some of the celebrity judges included Motorsports Hall of Famers Lyn St James and Tommy Kendall, alongside the likes of Miami Heat basketball player Alonzo Mourning, General Motors designer Wayne Kady, and artist Heidi Mraz, among others.

This year's categories included many unique twists and themes. We often admire, but where have we seen, judging classes for doors, tails, mirrors, lights, and sound to name but a few.

The list of winners included a 1936 Cord entered by the ACD Museum and fellow member Brandon Anderson.

The combination of high level culinary delights and a chic garden party setting with palm trees made for an exceptional backdrop. This is an event that needs to make your calendar some day.



Motorcar Cavalcade





People's Choice Award



Chairman's Award



Best In Show - Modern



Best In Show - Classic



Docent Judges Recognition Award

Top Winners for Motorcar Cavalcade 2024 include:

- People's Choice Award -- 1954 Austin-Healey 100BN1
- Chairman's Award - 1936 Cord 810
- Best in Show Classic - 1973 Citroen DS21 Series 2 Decapotable
- Best in Show Modern - 2018 Ferrari J50

Docent Judges Recognition Award: 1954 Kaiser Darrin

Motorcar Cavalcade Recognition Award:

*Auburn Cord Duesenberg Automobile Collection
Brandon Anderson*



Motorcar Cavalcade Recognition Award



Well-known Dominican rapper El Alfa was part of the entertainment.

photos provided courtesy of the Bacchus Agency and the Motorcar Cavalcade
For more info go to <https://www.motorcarchavalcade.com/>

For Sale

1935 Chrysler Airflow C-2 Imperial

This tour-proven car easily cruises at expressway speeds with factory equipped overdrive.

Although not "officially restored", this low mileage, rust-free, survivor has had a significant number of upgrades and improvements. To highlight just a few: one repaint in the original black, engine rebuild, transmission replaced with a rebuilt, new universal joints, complete brake system overhaul, including replacement of the brake booster, new exhaust, installation of turn signals using existing lights, fuel tank cleaned, new kingpins, carburetor mechanically sorted (article in Spring 2023 *The Dashboard*), and much more. The original temperature gauge is nonfunctional, has an aftermarket under-dash unit. The gas gauge is nonfunctional. It has new cowl vent seals, windshield seals, shifter boot and floor pedal pads.



Factory equipment includes power brakes and overdrive. It has an electric fuel pump for post hibernation starting, not required for day-to-day operation and driving. A fun detail; it sports the desirable gas cap with engraving: *Use high compression gas.*

The excellent tan upholstery is redone in an original type fabric. The headliner has been replaced as well as the exterior soft top insert. This car comfortably seats four adults with plenty of leg room in its ample rear seat.

Transmission: Manual with factory "automatic" overdrive, Condition: Excellent, Exterior: Black, Interior: Tan cloth. VIN # 7014540 Location: Illinois

This regularly driven Airflow is a real head turner, just get in and go. \$49,900.

Mark Smith 312-305-3010 or Tom Kleinschmidt 847-946-7701 .

1940 Buick Custom Town Master Prototype

Completed in 1939, it is the first, and only one of its kind. It was shown at the 1940 G.M. exhibit at the Waldorf Astoria in New York at the National Automobile Show . Although well received, it's price (\$3750) was prohibitive.

The Brunn Buick was officially named the Town Master and was used to pick up V.I.P.s from the Flint airport for years until it was sold to someone in Connecticut, where it resided until 1975 when it's owner, not realizing it's value, traded it for a Jaguar. This car was obtained by its present owner in 1980, from an Indiana collector.

This Buick Town Car is in original, unrestored condition, with several updates. You may have seen this car at the Geneva Concours.

Color: Verde Green with Black Leather top

Interior is a rose colored fabric in the back passenger compartment and a black leather drivers compartment.



Asking \$70,000.

Ron Slowik

630-587-2369



Property For Sale

Auto Enthusiast's Paradise
3515 Oak Ridge Road
Crystal Lake, IL 60012
\$2,900,000

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.



Contact: Mark East, 224.715.4127, markeast@atproperties.com
Sandy Soldano, 847.494.5112, sandysoldano@atproperties.com

Scan the QR code for photos and additional information



2023 Regional Awards

The Classic Car Club of America has released its annual scores and standings for 2023. Listed here the first place winners in each category and where GIRCCCA placed.

Membership Award (Membership Stability & Growth)
New South Region 1st 100.
Greater Illinois - 14th 89.9

Activities & Performance Award
Spirit of St. Louis - 92.0
Greater Illinois - 3rd - 64.0

Bigelow Award (Distinguished Record of Overall Performance)
Colorado - 78.0
Greater Illinois - 12th - 35.0

Turnquist Publication Award (over 100 Members)
Senior
Pacific Northwest - 1st - 97.75
Michigan - 2nd - 97.25
Primary
Florida - 92.0
Greater Illinois 4th - 73.25

McManus Publication Award (100 Members or less)
Colorado - 88.0

Chuck Conrad Website Award
Ohio - 89.3
Greater Illinois - 7th - 73.0

CARavan Award percentage of Participation by Classic Owning Members
Colorado - 17.4
Greater Illinois 14th - 2.6

Dietrich Annual Meeting Award
(Percent of Members Attending & Showing Classics)
Metro - 166.0
Greater Illinois - 9th - 41.0

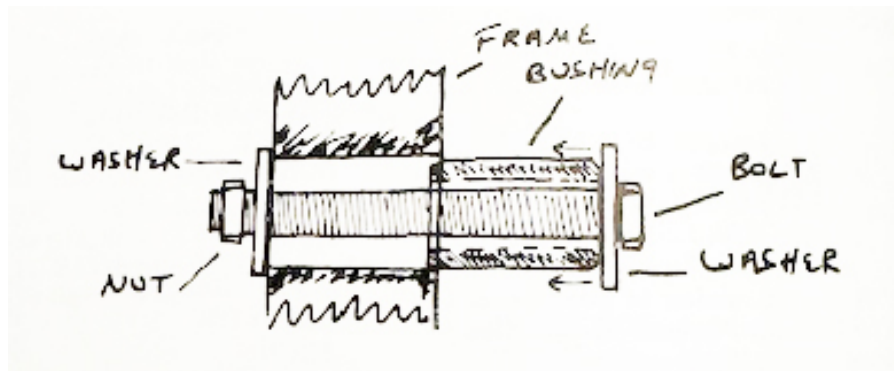
Technical Award (Contributions to the Technical Aspects of Restoration & Maintenance)
Pacific Northwest - 45.0
Greater Illinois - 8th - 5.0

Steiner Grand Classic Award
(Percent of Participation by Classic Owning Members)
Northern California - 12.7
Greater Illinois - 6th - 2.6

Judges & Tabulators Award
Northern California - 14.0
Greater Illinois - 9th - 4.9

Tech Tip

Pushing the Bushing



Here is a pretty good trick for installing bushings - particularly shackle bolt bushings.

Instead of pounding away with a hammer and mashing the bushing, the idea is to start the bushing by tapping it in position. Then put a flat washer on a bolt more than twice as long as the bushing, and put it through the bushing and out the other side.

- Hugh Durnford -

In mid-May, club members' vintage cars were the highlight of the 2024 Parking Industry Exposition (PIE) at the Renaissance Schaumburg Convention Center. The three day event attracted participants from far and wide to learn the latest technology for generated greater revenues for investors, simplified consumer access to parking accommodations, and interaction with owners of magnificent GIRCCCA cars.

GIR members were greeted by convention staff with a wide assortment of cars to decorate the large convention space. First to arrive was Burt Richmond with his 1956 Nash Metropolitan, followed Dan McCarthy's 1967 Benelli Super Sport motorcycle, and Jim Kleinschmidt's 1938 Cadillac five-passenger coupe.

Bob Marshal went beyond the call when denied admission with more than a quarter tank of gas. After 'hotrodding' the 800 hp 2022 Mustang Shelby Fastback for several miles to deplete gas reserves, he arrived in good spirits to showcase his car.

New club member Connor Harrington was on hand to lend his enthusiasm to park John McNabola's 1935 Packard Club Sedan and Bob Lederer's 1955 Chrysler 300.

Humberto Garcia and his family were possibly the biggest hit of all as they provided participants with a side-by-side comparison of their 1971 Lincoln Mark III and 1972 Lincoln Mark IV.

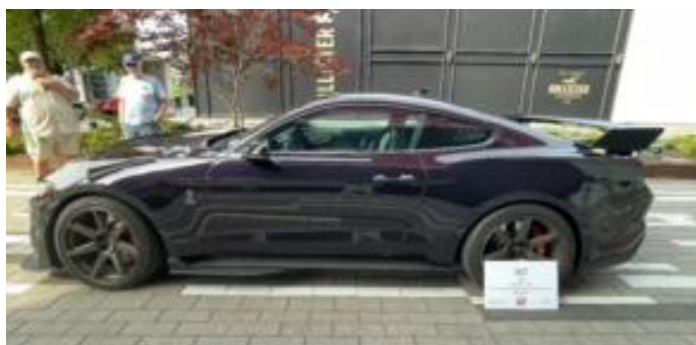
Thank you for everyone's contribution for a successful collaboration with exhibitors of the Schaumburg Convention Center audience to generate greater interest in our vintage, and support GIR club activities!



John McNabola's 1935 Packard Club Sedan.



Jim Kleinschmidt's 1938 Cadillac five passenger coupe



Bob Marshall's 2022 Shelby GT 500 Carbon Fiber Track Pack in Mischiefous Purple . That color is a 2022 only color and only on Mustangs and Shelybs



Bob Lederer's 1955 Chrysler 300

The most powerful production car in 1955, with a 331 cu. inch Hemi 300+HP. Arguably the first "Muscle Car", it was purpose-built to dominate NASCAR. It came in 1st at Daytona Beach that year for a record breaking 127.58 mph.



Dan McCarthy's 1967 Benelli Super Sport motorcycle



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S. A. E. Standard Body Nomenclature

Officially recognized types of open and enclosed passenger-car bodies pictured and described

THE body types illustrated on this page, with the accompanying descriptions, are in accordance with the report of the Nomenclature Division of the Society of Automotive Engineers, adopted in August, 1916, and revised by the Passenger-Car Body Division of the Society in March, 1922. The term "coach" has not yet received the official sanction of the S. A. E. Nomenclature Division, although popular usage has quite definitely settled the name.

The nomenclature report is reprinted here from the 1925 "Motor Vehicle Service Directory," at the request of a number of readers:

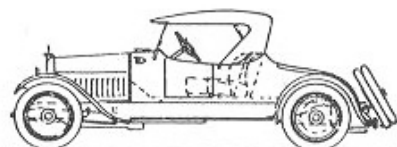


FIG. 1—ROADSTER

Roadster (Fig. 1)—A small open-type body, having one fixed cross-seat for two passengers and a space or compartment at the rear for carrying luggage. Folding seats fitting into the luggage compartment are sometimes used. The conventional type has two doors and a folding roadster top with emergency side-curtains that are removable.

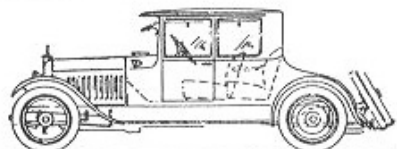


FIG. 2—COUPE

Coupe (Fig. 2)—An enclosed single-compartment body, with one fixed cross-seat. This seat may be straight and accommodate two persons or be staggered and accommodate three persons. With the latter arrangement, a folding seat may be placed beside the driver's seat, thus making it a four-passenger body. The conventional body has two doors and two movable glass windows on each side; roof is permanent, and there is a luggage compartment at the rear.

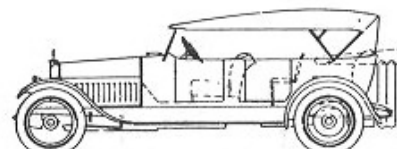


FIG. 3—PHAETON

Phaeton (Fig. 3)—An open-type body with two fixed cross-seats for four or five passengers. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors and a folding phaeton-top with emergency side-curtains that are removable.

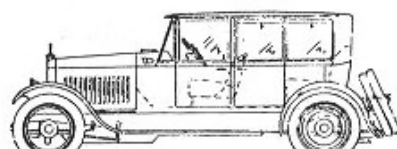


FIG. 4—SEDAN

Sedan (Fig. 4)—An enclosed single-compartment body, with two fixed cross-seats for four or five passengers. Sometimes the front seat is divided by a aisle. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors, but some models have only two. There are three movable windows each side; roof is non-collapsible.

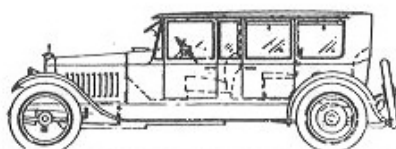


FIG. 5—BERLINE

Berline (Fig. 5)—A body of the same general description as the sedan, except that there is a partition at the rear of the driver's seat that makes it an enclosed two-compartment body. Generally one glass window in the partition is made so that it can be moved horizontally or vertically.

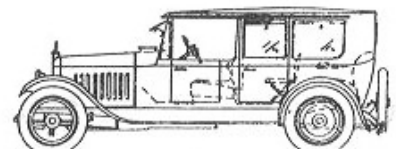


FIG. 6—LIMOUSINE

Limousine (Fig. 6)—A partially enclosed body, with a non-collapsible roof that extends the full length of the body and is attached at the front to the windshield standards. Only the rear portion of the body up to the partition at the rear of the driving seat is fully enclosed. Forward of this partition, the sides are enclosed only from approximately the belt downward. There are two low doors and one fixed cross-seat for two in the forward section. In the rear section there is one fixed cross-seat for two or three. Folding seats for two additional passengers are sometimes used. There are two doors in this section and two movable glass windows on each side.

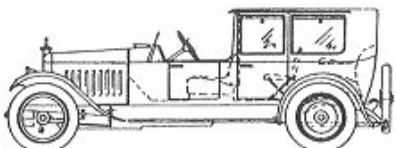


FIG. 7—BROUGHAM

Brougham (Fig. 7)—A body of the same general description as the limousine, except that the non-collapsible roof extends only over that portion of the body that is entirely enclosed.

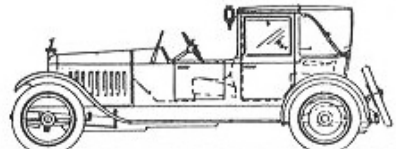


FIG. 8—LANDAULET

Landaulet (Fig. 8)—A body similar in appearance to the brougham, except that the enclosed section is shorter from back to front and the roof is fully collapsible up to the partition at the back of the driver's seat. The body has one fixed cross-seat in the rear section for two or three passengers, two doors made with either flappers or hinged upper parts, and glass windows in the doors only. The rear quarters, back and top, are covered with leather or fabric. There are outside joints to support the top.

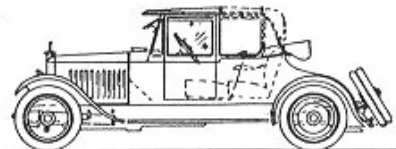


FIG. 9—COUPE-LANDAULET

Coupe-Landaulet (Fig. 9)—A body that bears the same relation to the coupe as the sedan-landaulet bears to the sedan.

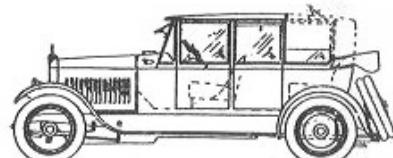


FIG. 10—SEDAN-LANDAULET

Sedan-Landaulet (Fig. 10)—A body of the same general description as the sedan, except that the top back of the rear doors is collapsible. Forward of this point the roof is non-collapsible and the windows are the same in number as in the sedan. The rear quarters, the back above the belt and the roof are covered with leather or fabric.

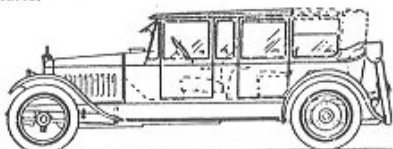


FIG. 11—BERLINE-LANDAULET

Berline-Landaulet (Fig. 11)—A body that bears the same relation to the berline as the sedan-landaulet bears to the sedan.

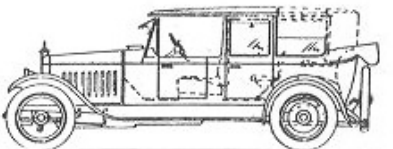


FIG. 12—LIMOUSINE LANDAULET

Limousine-Landaulet (Fig. 12)—A body that bears the same relation to the limousine as the sedan-landaulet bears to the sedan.

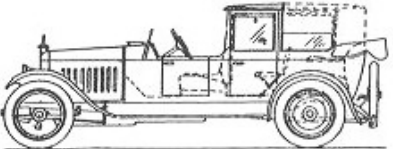


FIG. 13—BROUGHAM-LANDAULET

Brougham-Landaulet (Fig. 13)—A body that bears the same relation to the brougham as the sedan bears to the sedan-landaulet.

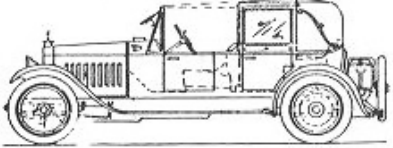


FIG. 14—CABRIOLET

Cabriolet (Fig. 14)—A body similar in appearance to the brougham and having the general characteristics of the landaulet, except that the falling pillar-hinge is set back from the pillar line and shows the curved parting line through the leather. The rear section is therefore longer than that of the landaulet. The body has one fixed cross-seat for two or three and folding seats on the partition for two additional passengers. The doors in the rear section are made with either flappers or hinged upper parts, and there are glass windows in the doors only. The top is fully collapsible, including the partition at the back of the driver's seat. The upper rear quarters, the back and the top are covered with leather or fabric, and in the conventional design the top corners on both the sides and the back have larger radii than other types of closed bodies. There are outside joints to support the top.

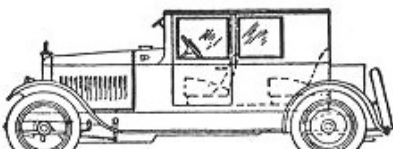


FIG. 15—COACH

(Not yet an S. A. E. Standard)



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>

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This award is presented annually to automotive club sponsored publications and is tendered in recognition of outstanding efforts in the communications field of the old car hobby.

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Angela Van Bogen

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