

The DASHBOARD

SUMMER 2025



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



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LETTER from the DIRECTOR

Hello and warm summer greetings to my car club friends.

I would like to use my soapbox this time to speak of my perceptions on how the hobby is forever changing.

Due to the good fortune of having acquired many old regional *Dashboards* going back to the beginning of the club, I've had the opportunity to do a lot of reading. First, I'd like to thank the generosity of Paul TerHorst and Jim Tharp for making these available. I would like to think someday I will have the same opportunity to pass these along to another club member for their safekeeping and historical value. So with all that said, now for the juice of this squeeze.

From the beginning, our club has been an organization focused on the preservation, technical support, and most importantly, social aspects of like-minded people for these very special cars. When these cars were merely 20 years old and their values were a small fraction of what they are today, it was nothing to jump in the driver's seat and have 20, 30, or 40 of your fellow club members follow you to the hinterlands over the weekend, marveling at the primitive driving characteristics and take on the risky business of catastrophic failure, all in the pursuit of a great meal with the wonderful people in your car community. We seem to have less and less willingness or opportunity to do this as the world continues to change around us. Not only have these machines exponentially grown in value, but their care and upkeep has become an equally expensive and not so much DIY experience. You combine that with the dangers of modern driving in and around our congested streets, roads, and highways at speeds so much higher than these cars were ever designed for. A potentially dangerous combination for sure.

I know we can add even more and more reasons why these cars are rarely driven as much as they used to be 50, 40, or even 30 years ago, but I see no good coming from keeping them in our garages or just loading them on a trailer to take them to a show. The real value, in my opinion, comes from not only experiencing the unique character and flavor of driving these horseless carriages, but embracing the tenets of our founding fathers by preserving their history. We can only do this by exposing them to a new generation of potential classic car lovers. To do that we must provide opportunities to see them, touch them, and better yet, ride in them, in hopes that you may make a life-long impact on the uninitiated. Perhaps someone will catch the same bug you did and embrace with the same passion what we have now. It's with this in mind I solicit your opinion as how we can do a better job as the lucky stewards of these cars to ensure they have a future long after we give them a new home.

While I'm on the subject of talking about the future, here's another seed I'd like to plant. As director of this club, I am always seeking new faces and additional help with fresh ideas. Now is a perfect time to step up and be part of the organization in any way you can help. You don't need to be a board member to do this, but of course I won't turn you away. If you have the desire, time and interest in supporting this club, we have a place for you. Drop me a line and let's talk about how we can do something good for our fellow club members and ensure the long term preservation of these magnificent cars.



CORDially,

Russ

Board of Managers



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Upcoming Events

August 16 - Joint Meet LMR & CCCA Kelsey Road House

August 17 - Pebble Beach Concours

August 25 - Geneva Concours - <https://genevaconcours.net/>

August 28 - 30 – ACD Festival <https://acdfestival.org/>

Sept 6 & 7 - Greenfield Old Car Festival
<https://www.thehenryford.org/>

October 5 - All Wheels Car Show - Burnout contest, live music, Swap meet, Vendor row
<https://www.dirtoval66.com/all-wheels-car-show/>

October 7-10 – AACA Fall Fest - Hershey
<https://hershey.aaca.com/eastern-division-fall-meet/>

October Fall Tour - Date and Location TBD

November 2 – AACA/ Run to Brighton

November 9 - Annual Dinner

December 6 - [Gasparilla Cars In The Park](#) - Tampa, FL

—◆—
FYI - in case you have not heard, the Klairmont Kollection has CLOSED and contents are being auctioned off by Mecum Auctions. Click here for details. [Larry's Legacy](#)

In the mail

To the membership of the GIR-CCCA.

Thank you so much for your donation to the National Kidney Foundation in Robin's memory. The Foundation is a powerful voice for patients - leading research and better treatments.

I am deeply grateful for your thoughtfulness.

*Best regards,
Michelle James*

Welcome to our new members:
Natalie Murphy, J R Steiper, Nicholas Pelligrini

The EDITOR's page



Welcome to the Dog Days of Summer. Ugh! I for one prefer my heat a little dryer. The humidity is too much! We've had a few storms, always to be expected in the Midwest to arrive along with summer. So far nothing too extreme. I do hope the storms haven't been bad in your area either.

I am sad to say, I missed the picnic this year. I participated in an art show that day. Classic cars are not the only things I take photos of and it's just about the only art show I do these days. It rained. I think you had better weather at the picnic. But the surprising thing was that the rain didn't keep everyone away. Oh, the crowd was a bit smaller than usual, so it did keep some people home, but there were a surprising number who showed up. There were plenty of raincoats and ponchos to be seen and almost everybody had an umbrella. The weather had been pretty dry up until then, so the rain was actually quite welcome. I haven't seen people out and about under umbrellas in a while. It was nice to see. No one was grumpy or complaining about the weather and there were as many smiles as there were umbrellas.

For you history buffs out there, there is a notice on page 29 about Military Days in Lockport, IL. I've been to it in past years and it's quite the event with mock battles, vendors with all manner of memorabilia, food, and entertainment. And the park setting is quite pleasant for walking around and checking out the various army campsites from various wars and countries. Maybe I'll see you there.

We have not one, but two reviews of the Museum Experience at Gilmore. Only fitting for the wonderful event that it was. We have roundups of several other car shows as well, including of course, our annual Fathers Day show at Oakbrook. The weather cooperated, no rain, not too hot, and around 100 cars were on display. So many comments were made by visitors saying this was one of the best shows ever. A pretty nice compliment considering some of these people have been coming to this show for over 20 years!

Maureen

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

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.

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.

CCCA Grand Experience

by Carrol Jensen

CCCA Museum Grand Experience is YOUR event to attend!

The Classic Car Club of America is YOUR museum as a member of the Classic Car Club and the annual Experience is not to be missed at our museum on the Gilmore campus outside Kalamazoo, MI.

The Jazz Experience was the theme of this year's event and kicked off with a round of car games Friday afternoon May 30 (picture throwing a potato in a bucket of water while traveling at speed around the Gilmore oval track or placing dodgeball with oversized car safe plastic balls) followed by dinner and a great evening of gambling and live music inside the CCCA museum.

Saturday dawned bright and sunny and museum grounds were a fabulous backdrop for the 47 cars that registered for the event with marques that included Cadillac, Duesenberg, Packard and Stutz were in attendance. A catered lunch and free ice cream was available to all participants and a silent auction held outside ensured that no one left hungry or empty handed.

GIR members Bob Joynt and Carl Jensen served as MC's for the parade of cars that cross in front of spectators to receive various class and special award trophies. GIR members Allen and Nancy Strong's 1932 Packard, James Lockwood's 1931 Stutz and Dan and Danica Sobieski's 1934 Packard all received awards and the Best in Show was awarded to the 1934 Packard 1107 Sport Phaeton owned by Rob and Jeannie Hilarides of the NCR.

Attendees also had the opportunity to take a ride in a 1929 Locke-bodied Lincoln Model L (s/n is 57074) that was donated to the museum by Harold Emmons in 1988 and recently returned to running condition after decades of static display. Your continued support of the CCCA Museum helps to fund these projects to get the cars out and about both on the Gilmore campus and at Concours events throughout the country.

Saturday night's dinner is always an event to behold thanks to the efforts of longtime MIR member Amy Jidov. Elegant, fun and outstanding food is always the theme, and folks dressed in

their best finery for the event held at the newly renovated Carriage House on the Gilmore Museum grounds. A live auction was held to benefit the museum and then folks headed back to the hotel for an early Sunday morning breakfast with a driving tour of the famed OFF brother's collection. Some folks then headed home while others headed out for a three-day driving tour of MI which included a boat ride, touring other collections and watching a performance of Hamilton at a regional theatre.

Other GIR members in attendance not mentioned in the article include Carrol Jensen, Sheila Joynt, Alan Legg and Mason Maynard.

Mark your calendar now so you don't miss the event next year, the weekend of June 5-June 7, 2026.

Note: (Pictures of all vehicles in attendance will be in the Summer Edition of the Classic Car publication).



Museum's new Jazz Age exhibit



For more on the CCCAMuseum go to cccamuseum.org or scan the QR code below.



OAKBROOK FATHER'S DAY SHOW



Bob and Sheila Joynt and their daughter Christi, with their 1932 Packard 8 Phaeton.

Sally and Stephen Styers had their 1930 Studebaker President Opera Coupe on display.



Karen and John Rock brought their 1931 Rolls Royce.



Russ Rodriguez showed his 1937 Cord Convertible.



Mark Smith and daughter Jamie and his 1930 Packard.



*1936 Auburn Estate Wagon
Owner: Mark and Donna Spandikow*





Dan and Danica Sobieski brought their 1934 Packard to the show from Tennessee.



*1933 Packard Roadster 2 door convertible
Owner: Joe Coletta*



Jim and Linda Kleinschmidt showed their 1938 Cadillac Fleetwood 5 passenger coupe.



Ron and Michael Pavlak brought out the 1934 Packard family 1104 Coupe/Roadster.



Pete Todo from Indiana brought this 1930 Stutz MB Convertible - Body by LeBaron.



*Tim and Dennis Heywood showed
Dennis' 1913 Locomobile
7 passenger Touring.*



*Don Stevens brought his
1947 Cadillac Convertible
Coupe.*



Ed Villwock and his 1964 Chrysler New Yorker Salon (nc).



1955 Jaguar XK 140 (nc) Owner: Donald Schraut



It's a long standing Pater family tradition to bring the 1936 Ford (nc) to the Oakbrook Show. This year they introduced the newest member of the family!



Mason Maynard and Al Legg share a memory.



Kurt Karlson was back with his 1965 Superformance 427 SC Cobra Roadster (nc).



Dennis Terdy was back with his 1945-46 Crosley Pick Up (nc). A crowd favorite!



Charles Falk (right) took some time out to listen to the band and John Barrett took time to sit and visit with Mark Smith.



The Luis Vuitton Store got into the spirit with their window displays!



And what's a classic car show without fins!



World's most radical 1954 Kaiser Manhattan 4 door, Built by Voodoo Larry



*1954 Kaiser Manhattan(nc) - Full Custom
Owner: Lawrence Grobe*



1932 Ford Model 18 Roadster(nc) Owner: Michael Russo



*1963 Grand Turismo(nc) - classy inside and out!
Owner: Ron Pavlak*



1952 Buick Roadmaster(nc) Owner: Wayne Conforti





1962 Bentley S2 4 door Saloon(nc) Owner: Ron Falk



*Victress S4
Roadster(nc)
Owner: Don August*



*1954 Kaiser Darrin Roadster(nc)
Owner: Lee Abrahams, Tucson, AZ*

Gary Klecka, who had his 1949 Buick Sedanet(nc) on display sent in this wonderful overview of the fountain area.



We have the good fortune of one of our club members, Steve Horowitz, creating a video documenting this wonderful experience. He would love to hear your feedback. <https://www.youtube.com/watch?v=2kfLuniSp2w>

Just prior to the show there was a small memorial for Dennis Sobieski.

His son Danny spoke, and encouraged anyone who cared to, to share a few memories of his dad.

Bob Fleck, Bob Joynt, Jim Kleinschmidt, and Russ Rodriguez shared a few heartfelt memories of a man we will surely miss.



Dennis Sobieski
1938 - 2024



Dennis Sobieski was a highly valued member of the Classic Car community. Not only was he one of our most veteran members, he was also a senior judge at many Concours events and past Director of our region.

He had an exceptional collection of Classic Cars which he generously shared at Oak Brook from the very beginning. His 1930 V-16 Cadillac Roadster, 1930 Fleetwood V-16 Sport Phaeton, and 1934 Packard 12 Victoria were outstanding entries at Classic Car events. He always took great pride and pleasure organizing the Classic cars around the fountain - the show's main focal point.

Those who knew him appreciated his extensive knowledge of cars and his dry sense of humor. GIRCCCA would like to take this opportunity to acknowledge the many contributions he made to the Classic Car Collector hobby, and to the GIR.



Jamie Smith and Linda Kleinschmidt, helped handle registration - giving up some sleep time to do so. Mary Ellen Thielemann does more behind the scenes than you would believe! And Russ Rodriguez, without whom this show would not go on! Many thanks!

It was a fantastic day to spend with all. My Dad was especially happy.

So many people made comments of, my dad had one or their grandpa did, or they drove one. We allowed people to sit in the car too. It brought back memories.

This is a fantastic show... means a lot to a lot of people.

Sincerely, ~Amy Sejnost

Thanks for inviting us to another outstanding Fathers Day show. We spoke to many many great people, got on some You Tube videos, and had a really nice day.

Thanks again for the invitation. ~Elliot

Very nice! Great video and best show I've been to!

It was indeed a great day! Thanks, ~Nicholas Tyszka

This was my first Oakbrook show as I broke down last year. I spoke to a lot of people and this event is one of the best I've attended. It was a 325 mile round trip for me and well worth the drive! Best father's day show bar none.

Cheers, ~Ron Falk

Thanks Russ, It was a great day ... and we had a great time.

~Terry Berg

Fantastic! -John Koziol

I've been coming to this show with my dad for 25 years.

GIR-POC PICNIC

Photos by Gary Gerstner



Kevin Waltman was this year's grill master. Gail Baci lends a hand.



Russ Rodriguez and John Maxson say a few words.





Steven Murphy, John Barrett, Cameron Hansford and John Hansford



Renee Stoddard, Rick Stoddard, Kathy Lee



above photo by Jim Friedrichs



Brandon Butler, John Maxson, Paul Grant, Jim Friedrichs, MaryLou Soldato-Friedrichs



Gary Gerstner, daughter Rebecca and son-in-law Zach Rahe



Mark, Matthew, Pauline Obermann



Sheila Joynt, Dave Kerr (above)
Bruce Grabenkort, Jan Grant. Kathy Tompkins (below)



Kevin Waltman,
Bill Morris



Reuben Taylor,, Dan Lee



Jim Manak Jr
Lucille Manak



Anne Kleinschmidt, Jamie Smith



Susan Freund, Mike Freund



Paul Safransky, Wayne Jorgensen



1931 Studebaker President Four Season Convertible Roadster

Owner: Russ Rodriguez

Chassis No. 7032247

Engine Number P1976

Body Number 80R-124

Wheelbase 130"

This car has a long, verified history. For many years it was in the renowned Harrah Collection in Reno, Nevada. After William Harrah's death, most of the cars were sold in a series of three auctions in 1984, '85 and '86. This car was in the final auction; appearing in a single photo in the catalog, as appended to this report. Research has not discovered its selling price, but the car then joined the Nethercutt Collection in Sylmar, California, where it remained until October 2011. At that time it was sold, along with a number of other Nethercutt cars, by RM Auctions at Hershey. As described in the RM catalog, "[previous owners include Bob Foust of California. Restored by the late Darrell Dye, a specialist on Studebaker Presidents, it is handsome in the authentic combination of Absinthe Green over Coach Green, accented with Cream wheels.





The 1931 President Eight was a genuine luxury machine, every bit the equal of Packard, Cadillac, and others. It was perhaps the finest Studebaker ever built with classical styling in distinctive oval headlamps and driving lights, as well as dramatic vee'd radiator shells and tall winged hood ornaments. A full convertible top and side windows, allowed it to be used by its owners in all weather, hence the name Four Season.

Russ first "...fell in love with a car after seeing a similar one at the Palos Verdes Concours d'Elegance in Torrance, California. Through online searches, "I was able to track this one down from a broker in Rhode Island. The then-owner lived in France. I bought the car in March 2019. I never had a green car, but I like this green."

"The car was originally restored in the '60s before Harrah's purchased it. It was featured in the antique automobile quarterly book. Since owning it, I have refreshed the engine and addressed some cosmetic concerns, including interior and paint."

"This was a depression car. Even though they sold for \$2000, 1400 were built and now 54 survive."

In the late 1920s, the president of Studebaker, Albert Erskine wished to develop a new 8-cylinder flagship model that would not simply raise the marque's standing in the market, but be nothing short of the finest automobile available on American roads. While the six-cylinder President model had been available since 1926, Erskine believed a prestigious 8-cylinder car would drive showroom traffic and give Studebaker a tool to use in motorsports competition. He charged his engineering team with the task of developing a new straight eight capable of standing with the best in the industry. Curiously, his chief engineer refused, insisting the current inline-six was more than sufficient for a top-of-the-line model. Understandably annoyed, Erskine promptly sacked his engineer and promoted Barney Roos, who relished his new responsibilities. Roos designed a gem of an engine; a 313 cubic inch, 5-main bearing, L-head straight eight with gear driven cam and an impressive 100 horsepower output. The engine debuted in 1928 for the newly revamped President line.

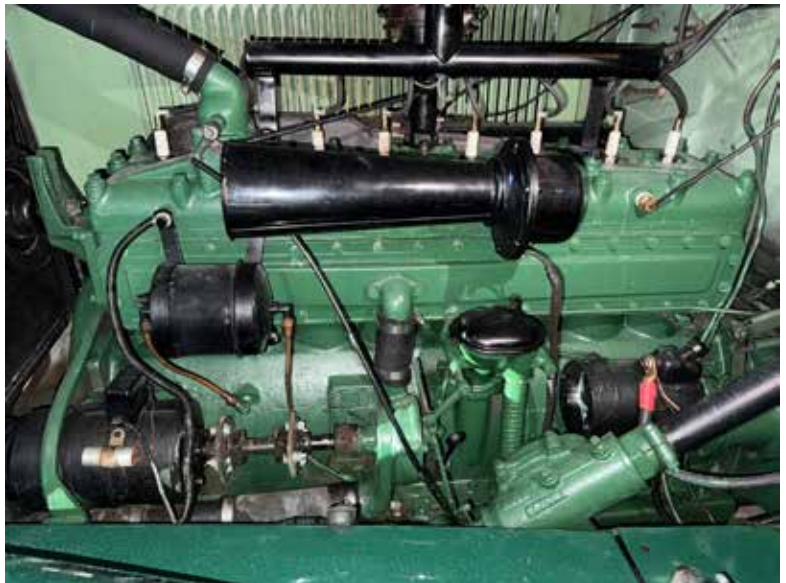
While smaller than the outgoing six, the new eight was notably smoother with superior refinement. For 1929, displacement increased to 337 cubic inches and power increased to 115 horsepower. Erskine strongly encouraged Studebaker's involvement in motorsport, and with the new 8-cylinder President in the hands of the deeply talented Ab Jenkins, a number of speed records, endurance records and racing successes would follow; with some records holding for a full 35 years! Top results at the Indianapolis 500 and Pikes Peak Hillclimb would further cement the President's reputation for performance and reliability.

1931 marked the arrival of the finest all the 8-cylinder Studebakers. Roos' engine was further refined with an industry-leading nine main-bearing crank, pressurized oil passages drilled directly to each main bearing, improved lubrication and durability (including a replaceable oil filter), a crankshaft vibration damper, and improved breathing, with output raised to 122 horsepower. On track success continued, with a Studebaker-powered special taking a surprise pole-position at the 1931 Indianapolis 500. 1931 also saw the addition of the unmistakable "Ovaloid" headlamps which distinguished the President on the road, and with its V-shaped grille and heavily raked windscreen, and 130" wheelbase, the Studebaker President is no doubt a very special and imposing car.

The President line would only be available through 1933, as Studebaker was plunged into a financial crisis, ultimately leading to the company going into receivership and Albert Erskine taking his own life. But his legacy lives on as the 1928-1933 President is the only Studebaker to achieve the coveted recognition as a CCCA Full Classic and remains one of the most prized models in the marque's long history.



The eight-cylinder engine runs strong, smooth, and quiet on nine main bearings, producing 122 horsepower at 3,200 rpm, and is mounted on a double-drop chassis with automatic clutch and Houdaille shock absorbers.



The car is equipped with desirable period accessories including dual side-mount spares with hard covers, whitewall tires, wire wheels, a body-color trunk w/ rack, Tiltray "Ovaloid" headlamps, dual horns, a green-upholstered rumble seat, golf bag door, and accessory step plates. Representing Studebaker's pinnacle achievement of the Classic Era, this example presents an exceptional opportunity for both CCCA touring and concours display.

Russ likes driving this car and has driven it to locations up to 100 miles. He says it is definitely NOT a 'trailer queen'.



The interior is 'cozy' but comfortable with the soft leather seat and upholstered door panels.



Russ demonstrates how easy it is to put the top down and the rumble seat up.



Which look do you prefer? Open or closed? A sharp looking ride either way!



A Look In The Rear View Mirror with Joe Bortz

Everyone who has owned collector car has stories. What's one of your favorites?

Probably the Great Warhoops Find circa 1989 - finding out that concept cars I had believed to have been destroyed had been hidden at Warhoops Junkyard for 30 years was a pretty amazing experience. It has been a great honor to have three of the cars from the Warhoops Find at The Petersen Automotive Museum from April 2024 until April 2026. The cars featured in the GM's Marvelous Motorama: Dream Cars from the Joe Bortz Collection are the 1955 LaSalle II Roadster, the 1955 Chevrolet Biscayne and the unrestored 1955 LaSalle II four door sedan. The display also includes my 1953 Buick Wildcat I, 1953 Pontiac Parisienne, and 1954 Pontiac Bonneville Special (the most original GM Motorama car that exists).



bit of a tattered condition that I used to chauffeur my dog around in. This was quickly followed a year or two later by two wonderful finds. The first being the 1936 Packard V12 Dual Cowl Phaeton that originally belonged to Robert Hall McCormick. The other car was a 1931 Packard Super 8 Dual Cowl Phaeton (above) that I purchased from Mr. Hinspeter in Lake Forest, IL who was the original owner. As a matter of fact Mr Hinspeter went on his honeymoon in this car.

What was your first love affair with a car and did you ever buy it?

When I was a kid growing up in Chicago I would attend the International Amphitheatre on South Halsted in front of the stockyards and see the fabulous GM dream cars. I would marvel at the 'dream cars' and could never imagine sitting in one, let alone ever driving one. Years later, not only would I be able to sit in them and drive them, I would have the privilege and honor of owning several historical dream cars now called concept cars.

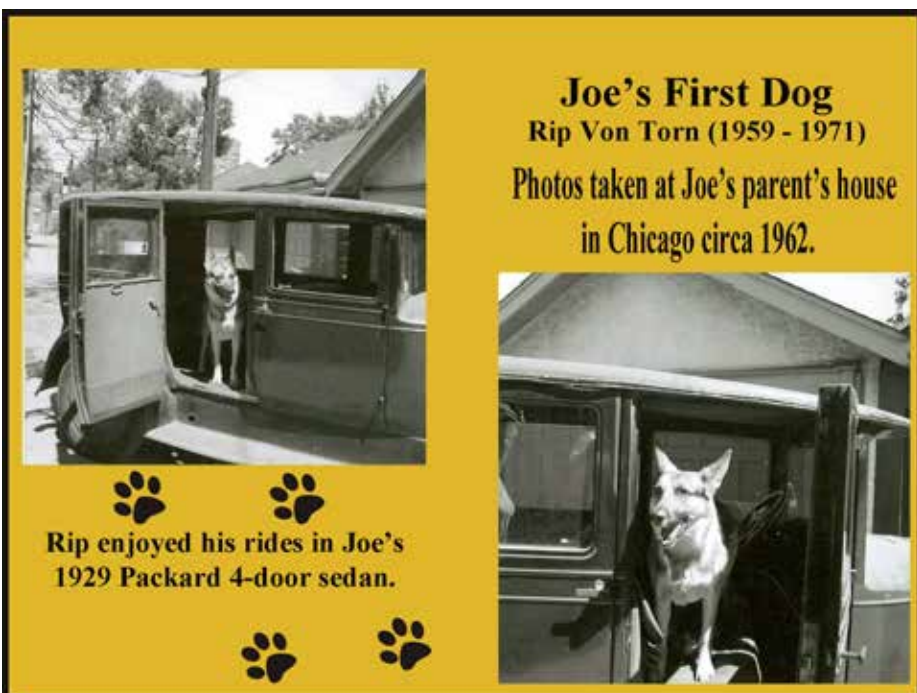
You have a blank check and can buy any car. What would you get and why?

At my age I am not really looking for other cars to buy but my time is consumed with taking care of my collection and enjoying the presentation of having my cars on display at museums for car collectors and the general public to enjoy.

What is your first memory of connecting with cars?

I started collecting cars in 1961/62 when me and my friend Al Gartzman pulled home the 1928 Chevrolet with a Landau padded top coupe with my dad's 1960 Corvair 4-door sedan with a 30 foot rope at 50-55 mph. We pulled that car about 45 miles on the highways when we brought it home. The brakes on the 1928 Chevrolet were not very good and the dangers that we created with the 30 foot rope today would probably not just get us a ticket from the local constables but probably a night in jail for doing such a dangerous activity.

Be that as it may, I quickly found out about Packards and purchased a year later a 1929 Packard Standard Eight 4-door sedan in a little





What is your favorite cruising song to listen to while in one of your cars?

I am like a lot of car guys, I don't want the radio on...I want to hear the exhaust note that is music to my ears. My other half, Debbie has a 1964 Jaguar XKE and one day she wanted to listen to the radio as we were driving north on Sheridan Rd and she wasn't pleased with my answer that I had to listen to the beautiful sound of the XKE.

What car do you wish you kept?

One car for sure is the 1933 Auburn V12 Salon Boattail Speedster (they only made three). I bought it from Jim DeBickero as a basket case and had the final restoration done by a restorer named Beaver.

What advice would you give your 20 year old self when it comes to collecting cars?

I would tell my 20 year old self to make a lot of money so that he could buy all the cars that strike his fancy as the years go by and as his taste changes over the years.



Photos:

above: A view of a corner of the Warhoops yard. Joe Bortz with one of his 'Dream' finds.

Left is the restored 1933 Auburn V12 Salon Boattail Speedster purchased from Jim DeBickero.

Bottom photo: 1936 Packard V12 Dual Cowl phaeton with the previous owner at the wheel - circa 1969. The original owner was Robert Hall McCormick.

What words, or saying do you live by?

When it comes to collecting, I like to follow Janis Joplin's advice in one of her most famous songs, "Get it while you can".



photos provided

Concours at Copshaholm

photos courtesy Copshaholm concours



President's Choice, selected by President of the Board of the Studebaker National Museum: 1937 Packard 1508 – Classic Car Club of America



Fred & Augie Duesenberg Award: Engineering Excellence: 1915 Packard Six May-48 – Allen & Nancy Strong, Urbana, IL



American Splendor II, Open-Bodied Full Classic® Studebakers & Packards: 1930 Packard 745 Deluxe Eight – Timothy Wiggins, Aurora, IL



Raymond Loewy Award: Exemplary Exterior Design: 1939 Delahaye Type 135M – Classic Car Club of America Museum, Hickory Corners, MI



American Splendor I, Open-Bodied Full Classic ® Non Studebaker or Packard: 1930 Cadillac 452 – Daniel & Danica Sobieski



Vivian & Eric LaVine/LaVine Restorations Award: Spirit of the Hobby: 1959 Metropolitan – Burt Richmond & Diane Fitzgerald, Chicago, IL

Packard Nationals

reviewed by Jan Grant

The 2025 Packard Nationals were held in early June in Kasas City, KS.

There was an early bird tour to the Truman Library on Sunday and on Monday, we boarded a bus to the Arabia Steamboat Museum, which was really quite amazing. 200 tons of mystery cargo was lost when the Arabia sank in 1856. In 1988, 132 years later, it was found almost perfectly preserved, much of which is now on display at the museum. The Trustee Appreciation Dinner was held at the Historic Town Hall in Shawnee on Monday night.



Jan is in a vintage 1930's full-length gown with green velvet trim, gathered waist, and flowing floral bodice, vintage black sued shoes, hat, beaded bag and vintage jewelry.

Paul is ready for a 1930's day on a links wearing vintage green wide-leg wool slacks with a cuffed-hem, a white shirt, and a vintage yellow cardigan sweater. He finished off the look with black and white sporting shoes, argyle socks, a snazzy bow tie, canvas cap, sunglasses, and vintage pocket watch. He couldn't play without the proper gear, so he has his original 1930's wooden golf clubs and canvas bag.



George Holinga's 1922 162 Sport Phaeton.

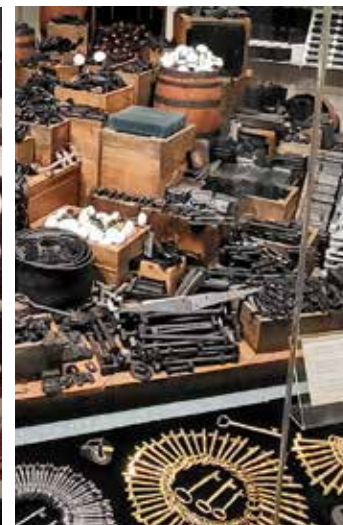
We didn't do the bus tour on Tuesday, but they went to downtown Kansas City and to the WWI Museum (designated in 2004 by the US Congress as the country's official WWI memorial and museum).

Wednesday was the usual meeting day, and I coordinated the fashion show later in the evening back at the hotel.

Thursday was Car Show Day at Lake Quivera with technical presentations at the hotel that evening.

On Friday, but the group hopped on board the bus again to Olathe, KS to tour the Kansas City Auto Museum (a rotating collection of 30 vehicles with ties to KC), and then went on to Grandview, MO to tour the Armacost Museum (an extensive private collection of Studebaker vehicles).

The usual awards banquet was on Friday night at the Lake Quivera Country Club. The James Nance Best-in-Show Post-War Award went to John Bowron's 1948 Custom Convertible. The Alvin Macauley Best-in-Show Pre-War Award went to Paul Grant's 1932 902 Coupe Roadster. Both the Margaret Dunning Oldest Packard Award and the George L Weiss Preservation Award went to George Holinga's 1922 162 Sport Phaeton.



A few of the artifacts pulled from the wreckge of The Arabia



Paul Grant's 1932 902 Coupe Roadster

Classic Car Club Museum Experience -"Experience the Jazz Age"

by Sheila Joynt

The Classic Car Club of America Museum held it's 37th annual Museum Experience at the end of May and it was a wonderful weekend of Classic car fun in the spirit of "The Jazz Age". Our new CCCA Museum Executive Director, John Hansen organized a grand weekend which was one of the most exciting in years. The daily events were fun and the field was full of almost 50 **Full Classics** for the Saturday Concours.



John Hansen, CCCA Museum Executive Director in front of the wall of mascots

Keeping with the Jazz Age theme of the weekend, Friday night was a Registrants Gangster Pasta Bar out under the tent followed by a Casino Night and Jazz Band for dancing inside the CCCA Museum Galleries. Using the house's play money made it all the more exciting as we visited with old and new friends. Saturday was the Concours on the green outside the CCCA Museum and a Parade of the winning cars. Bob Joynt and Carl Jensen did the commentary of each winner. Saturday night's Banquet was held in the restored Gilmore Carriage House with lots of people in



Lining up for Saturday's Winners Parade

Roaring 20's attire. Sunday morning we toured along beautiful lakeside roads for a special visit to the Off Brothers' collection on Gull Lake. It was a grand weekend!



Part of the Off Brothers' eclectic collection

Only a handful of Greater Illinois Region/CCCA members signed up for this CCCA Museum "Experience" weekend of festivities which is a shame. You missed a really great event! These weekends are so enjoyable plus you get to meet members from other parts of the country with a similar passion for the hobby.

GIR members attending (as best I recollect) Dan and Danica Sobieski, Allen and Nancy Strong, Al Legg, Paul and Jan Grant, Carl and Carrol Jensen, Joe and Debra Coletta, and Ron and Heidi DeWoskin. I apologize if I missed anyone.

You don't have to bring a Full Classic to the "Experience". We drove up in our modern car this year. In fact, you don't have to be a CCCA Museum member to sign up for the events; your CCCA Membership is all you need. The CCCA Club Museum is located on the Gilmore Car



Nancy Strong in a vintage sequined dress for Casino night



CCCA Museum building

Museum's campus in Hickory Corners, MI (about 20 minutes north east of Kalamazoo, in rural southwest Michigan.)

The Classic Car Club of America Museum is one of seven auxiliary buildings on the Gilmore campus sponsored by various car clubs - Classic Car Club of America Museum, Pierce-Arrow Foundation Museum, The H.H. Franklin Collection, Lincoln Motor Car Heritage Museum, Cadillac-LaSalle Club Museum, Model A Ford Museum and the Museum of Horseless Carriage.

The Gilmore Collection itself is over 500 vehicles housed in a recreated factory building and within a historic campus of several historic buildings including restored 19th century barns, a 1941 authentic diner and a recreated 1930s Shell Gas Station plus the various car club Museums, some of which are in recreated period dealership buildings.

Note: If you're not a CCCA MUSEUM member, you should be!!
Go to www.cccamuseum.org



Joe and Debra Colletta's 1934 Packard 12, Convertible Coupe



Dan and Danica's 1934 Custom Dietrich Victoria



Alan Legg's 1934 Packard 12, Five Passenger Sedan



Allen and Nancy Strong's 1932 Packard Twin Six Coupe



Nancy and Allen Strong



Carrol and Carl Jensen



Sheila Joynt with Barbara Parfet

BATTERY ACID
by Bill Snyder

Now I'm willing to go along with the next guy, and agree that a Classic is a thing of beauty and a joy to behold, but there are times when; well, it shouldn't even happen to a bulging Buick.

Take, for example, the time it became necessary to restore one of the vital organs of "Big Red". The vital organ was the battery and battery cable, and Big Red is a Packard convertible coupe, of 1936 vintage.

For many years the battery on a Packard was tucked away in a little box right out by the front fender. It was easy to service, required a reasonably short battery cable, and if it ever needed replacement you merely lifted it out and deposited a new one in its place. For easy accessibility you just couldn't beat that fender mounted battery.

Packard has never been a company that does things in half-way measures, so when they decided to change the location of their battery, brother, they really moved it. From 1933 to at least 1936, and possibly later, the battery on a convertible coupe is about as accessible as King Tut's tomb. You need at least two more elbows in your arm to service it, the one battery cable looks more like a length of trans-oceanic cable, and to take the battery out and replace it --- that brings us back to the clash of wills I had with Big Red.

It was a cold winter's evening, and the Chicago streets were covered with a heavy layer of salt laden slush. Big Red was ploughing along, seemingly undaunted by the foul weather. The streets were slippery, making it necessary to start very slowly from a dead stop. At one stoplight I lugged the motor too much and Big Red got disgusted and quit. Nothing serious, I thought. I switched off the lights, pushed in the clutch, and pressed the starter button. A slight sigh emitted from the starter motor, followed by an ominous silence. I pressed the button again, but not even a sigh came this time.

The battery had been in good condition, so I started checking other points where the trouble might be. First, the connections. The battery cable was securely anchored to the starting motor. Since this would have been the easiest to fix I didn't really expect to find any trouble here. I opened the door to the golf bag compartment and started unveiling the battery's hiding place. The floor mat was peeled back, and using a dime to turn the locking screw I was able to get the cover off the battery compartment. Groping in the dark, I located both the battery terminals and they seemed tight. I couldn't see the corrosion that festooned the terminals, but I am happy to report that my fingers are healing with very few scars, and I got a new pair of gloves for Christmas.

In case any of you are not sure where they hid the battery on the '36 Packard convertibles, we had better pinpoint it before we go any further. It is under the floor of the rumble seat. It is directly under the top well. It is about one foot in from the left hand golf bag compartment door. It can only be removed and replaced from beneath the car. It might as well be sealed in the gas tank.

My next stop in trying to locate the trouble was to remove the negative cable from the battery. This requires only the proper sized wrench and double joints in all your fingers. I removed the cable, then rubbed it back and forth across the terminal. It sparked, confirming what I had suspected, the battery cable, stretching out along

the frame, had shorted out, draining all the charge out of the battery.

With the help of a very good friend and his jumper battery we were able to get Big Red going, and back to the garage.

Now the real project began. The actual work was done intermittently over a two week period. For the sake of continuity I am describing the operation without indicating any time lapse. For the sake of those with delicate constitutions my comments during that time, especially concerning the deserved fate of whoever designed the car with the battery where it was, have also been omitted.

Since the battery must be removed from below the first step was to jack the car up to give me room to work. Except for a few groans, Big Red didn't mind being raised up on the jack. The jack, which was designed for use with a '36 Chrysler 6, seemed rather unhappy (and unsteady) pushing up against the 4750 lb. Red. A large block of wood took the place of the jack, once the car was up high enough, so I could proceed with some measure of safety.

Getting the battery out was comparatively simple. The plate at the bottom of the battery case is held by two bolts, both of which were rusty. I was able to remove one of the bolts, and started to swing the plate aside. The quarters were cramped and I never finished my Charles Atlas course, so I had to find something that could catch the falling battery without damaging it. Neither my wife or my mother were around so I placed a couple of empty two gallon oil cans on the floor. The plate was swung all the way aside and the battery dropped on the cans. The cans crumpled, cushioning the battery. It was then an easy matter to slide the battery from beneath the car and take it to be charged.

The cause of the trouble, that snake-in-the-frame cable was then removed. The terminal connection was badly corroded, and any one of three hairline cracks in the insulation could have been the fatal one. The cable was otherwise in very good shape.

Several phone calls revealed that none of the Packard dealers had a cable that long in stock. Even the poor restorer's friend, Sears Roebuck, was unable to supply one. I didn't feel like wasting any more time, so while at Sears I purchased the material to restore the old cable. This included a large roll of friction tape, a can of electric insulating plastic spray, and some new cable terminal connections.

I carefully cleaned the entire cable, removing all the caked dirt and grease. It was then sprayed with plastic. While the plastic coating was still tacky I wrapped the cable with friction tape. Having a sympathetic wife was especially handy here, since she held the cable while I wrapped it with a double layer of tape. I sprayed the whole thing with three more coats of plastic, to make sure it was well insulated.

While replacing the restored cable I discovered that the positive (ground) cable was also a total loss, so that was replaced with a new one. The battery was charged, all I had to do was get it back in place.

Just out of curiosity, I weighed the battery before I took it back to the car. It tipped the scales at 65 lbs. (Household Hint: Battery acid sprinkled liberally on the finish of a household appliance, such as a scale, will greatly aid in removing the finish and cause no end of joy in the household.)

By standing on my head on the floor of the rumble seat compartment I was able to reach the battery strap. I had figured to pull the battery up with one hand, slide a crowbar under the battery strap and across the opening in the floor-board with the other hand. I could then get underneath the battery, push it up the remaining distance, and slide the retaining plate back in place. A slight hitch in plans developed, however. I was in an awkward position, to say the least, and found it impossible to lift the battery with one hand.

By removing the rumble seat cushion I was able to get off my head and down onto the floor of the compartment. I could then reach both hands into the opening, grasp the battery strap, and with little more effort than it would have taken to lift the entire car, raise the battery high enough so that the crowbar could be put in place. Again a slight problem arose. I needed a third arm and hand to slide it in place.

At this point luck finally came my way. My mother wandered into the garage to see what all the noise was about. She should have known better from experience, since I almost always need help when I am working on our cars. I lifted the battery again and she was able to get the crowbar in proper position. Then, through a series of prying down and lifting up on the bar, bricks were placed under the bar, two on each side, which raised the battery up high enough. I can't begin to describe all the maneuvering, pushing, pulling and tugging that was needed to get it into place, but the old cliché of trying to get five pounds of potatoes in a three pound sack fits here perfectly.

Using new bolts, I fitted the retaining plate back in place. The battery was connected and Big Red snorted as the voltage charged through to his spark plugs. The gas surged through his lines and Big Red, after being lowered back to the floor, was ready to go.

If I had been able to get ahold of a roller-mounted hydraulic jack, the type they use in gas stations, the whole job would have been ridiculously simple, instead of simply ridiculous. But after all, it wouldn't have been half the fun, nor would it have given the test of ingenuity which every "Do-It-Yourself" restoration does.

And now, before the start of any trip in Big Red, a silent prayer is offered in the hope that never, never again will that battery have to be removed.

FOR SALE OR SWAP: Unrestored battery ground cable; one terminal connector - rough condition; one pair of air-cooled gloves; one bathroom scale - needs paint; several almost new two gallon cans - need some body work. Take used pogo stick or anything of value in trade.

This article first appeared in *The Dashboard* in September, 1955.

Russ Rodriguez, notes that at the time, the goal was to produce a *Dashboard* once a month. "Things were much different then since they didn't contain photographs and they were mimeograph copies." The typical *Dashboard* was 6 - 8 pages. There was no *Up To Speed* at that time.

Regional Director was Howard Diercks, Assistant Director was Karl Pehl, Secretary was Ruth Schultes, and the Treasurer was William Snyder.

I'm curious. Do any of our current members remember these names?

News and Notes

AUTO PICNIC

On Wednesday July 9th folks (including one gentleman from Indiana and 10 members of the Midwest Chapter of MTFCI) took the long and winding road to the summit of Johnson's Mound. Fourteen antique vehicles made the trip including nine Ford Model A's, one Ford Model T, one 1929 Cadillac, one 1930 Lincoln, one 1948 Ford Pickup, and one 1953 Hudson Hornet.

We enjoyed meeting everyone and hope to see you again. Feel free to invite any of your car friends to join us for the next picnic (August 6). They need not drive an antique car to participate.

~Wayne Jorgensen & Paul Safransky

Johnson's Mound Forest Preserve is located at 41W600 Hughes Rd., Elburn, IL 60119



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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





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.
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Rolling Meadows, IL 60008

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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