

The DASHBOARD

Winter 2017



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

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LETTER from the DIRECTOR

Hello Club Members,

As 2017 quickly draws to a close I want to take a moment to give a special thank you to the three directors who are leaving at the end of the year. To my right-hand man Mark Smith, who I have had the pleasure of knowing as a treasurer, membership chair, and assistant director for many years; To Tom Roche, who's steadfast leadership as a regional director, chairperson for the Arlington Park Car Show as well as our annual dinner the last 3 years; And finally to Charles Falk, whose professional skills and attention to detail have given us new standards in his roles as activity chair and board secretary. Gentleman: you leave mighty big shoes to fill. Thank you for your generous offer to continue to support the club in any way you can. Please enjoy your much deserved time off.



Speaking of filling shoes I welcome our newest board members who have answered the call and stepped up when asked to continue in the long tradition of making this club something special. On this page you will find a short bio on Mary Ellen Thielmann and Michelle James. I think we got lucky again.

For those of you who may have missed the announcement at our annual dinner I'd like to officially give notice that this year's Father's Day Oak Brook car show will be celebrating its 50th anniversary. This means we will be stepping up our game in hopes of bringing back the number of full classics, the likes of which we haven't seen in many years. I'll give you fair warning that if you don't answer the initial invite you can expect a call from me personally.

This is the reason we've been tasked with the honor of hosting and coordinating this very unique and special show - the Classic Cars. Let's give the world a strong taste of what the most beautiful and innovative cars were before no one remembers them.

We don't have Pebble Beach but we have Oakbrook. And to help give us the foundational support, the mall has agreed to provide stanchions and chains for at least the next 7 years. Our babies will be well protected.

Perhaps you or somebody you know has something new they'd like to display? I'd love to hear from you.

So here's to saying goodbye to a year that brought us many memories and hopefully much joy. And here's to bringing in a new year filled with new adventures and wonderful opportunities that make our hobby so much fun.

CORD'ially,

Russ

Michelle James

I started my life with Classic Cars tagging along with my sister and brother-in-law, Angela and Joe Cantore. In fact, they introduced me to my husband, Robin James, on a blind date. We double dated and 10 months later, Robin and I were married. I'm a member of the Classic Car Club, the Rolls-Royce Owner's Club, and the Model T Ford Club. I've been chairman of the Lake Michigan Region of the RROC, and previously on the board of the Greater Illinois Region of CCCA.

I can't really say I have a favorite marque. Although we've had Rolls-Royce and Bentley motorcars over the years, we've also owned a 1933 KB Lincoln, and appreciate other marques, especially Packards and Cadillacs, and other non-classic cars.



Mary Ellen Thielemann

I grew up working on cars with my father in my grandmothers garage (after ballet lessons at the Evanston School of Ballet) and regularly attended auto shows and events, including the Auburn Cord Duesenberg Museum in Auburn, IN as a child. I raced a Kawasaki 650 in Competition with IDBA (International Drag Bike Assn) and was rookie of the year. I also raced several bikes in Prostar, and a variety of other motorcycles at local tracks

I co-founded the Geneva Concours d' Elegance held in 2005 with Tim Kautz and Paul DesCoteaux. Currently I am Managing Director at the Canadian Imperial Bank of Commerce US CBG Geneva/St Charles. I have two brothers; one older, one younger, three nephews and one niece, two dogs and a few cats.



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Upcoming Events

March 10-11 - Amelia Island Concours d'Elegance

April 11-14, 2018 - CCCA Annual Meeting
Branson, MO

June 3, 2018 - CCCA Museum Experience Hickory
Corners, MI Featured Marques: Cadillac & LaSalle

June 21, 2018 - Annual Fathers Day Oakbrook Car Show - 50th Anniversary

Elegance at Hershey - June 8 - 10

August 4-5 - Milwaukee Concours d'Elegance

August 26 - Pebble Beach Concours d'Elegance



Grand Classics

March 16-18, 2018 Rancho Santa Fe, CA SD/PS Region

May 2-6, 2018 - Gettysburg, PA DVR Region in
conjunction with the Grand Stutz and Marmon Jubilee

June 3, 2018 - Hickory Corners, MI National Grand Classic

August 6, 2018 (tentative) Wisconsin Region

September 5-8, 2018 New England Region

September 14-16, 2018 Indiana Region

November - Florida Region In conjunction with the
Hilton Head Concours

CARavans

March 16-April 8, 2018- New Zealand tour with Packard
Club

May 2-12, 2018 Blue Ridge CARavan Ohio Region
Coordinating

October 7-12, 2018 - Post Hershey Mini-CARavan

Annual Dinner 2017 Award Recipients



Russ Rodriguez, Director
 Bud Schweppe, 6 years Board of Directors
 Maureen Blevins, Outstanding Publisher, Up To Speed
 Bob Starzyk, Treasurer, Board of Directors
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Charles Falk, 6 years Board of Directors (outgoing)
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Annual Dinner

The Annual Dinner of the Illinois Region was held at the Arlington International Race Course on Sunday, November 19th. Cocktail hour, a buffet dinner, and a brief business meeting preceded the guest speaker, Mr. Joe Bortz. Joe Bortz, a member of GIRCCCA is a renowned expert on 'dream cars' or 'concept cars'. His program informally began before dinner as he and one of our guests, Mitch Frumkin, official historian of the Chicago Auto Show, both offered up some comments on the slide program running in the background.

The slide presentation was provided by Mr. Frumkin, who, you may recall was our guest speaker a couple of years ago. Prior to that slide presentation was a video prepared by our own Chuck Derer, host of the YouTube Channel show "Rides With Chuck". That video was a compilation of some of the GIR events and cars he featured on his show.

The business portion of the meeting was brief, and Recognition Awards were handed out to several Board members in appreciation for their efforts. More detailed coverage of the Annual Dinner and Meeting will be found in the upcoming January issue of Up To Speed.



2018 Annual Meeting

Come Join Us in Branson, MO for the 2018 Annual Meeting!



The annual meeting of the Classic Car Club of America will be held in famed Branson, MO from April 11 through the 14th.

Our host hotel, the Hilton Hotel/Convention Center is in great proximity to many of the attractions that Branson has to offer. Early bird arrivals on Wednesday can travel on the scenic railway for a fun and relaxing journey through beautiful Ozark Mountain country. After a short round of meetings on Thursday we head out for lunch at the legendary Lambert Café and a tour of the Auto and Farm Museum, featuring over 100 cars, many Full Classics® and vintage farm equipment and gift shop. You won't want to miss the dinner and show aboard the Branson Belle showboat, strolling through three decks that offer a panoramic view of the Ozarks across Table Rock lake and a view of the sunset!

After a brief round of meetings on Friday we will head out for lunch and a trip to the Evergreen Automotive Museum, owned by fellow CCA member Steve Plaster. Vehicles from close to 200 different manufacturers can be found in this beautiful display, including many Full Classics® and other great examples of automotive history. Friday night's Regional Award banquet promises to be entertaining and rewarding when we honor the Regions; what truly represents the Classic Car Club of America.

Saturday finds us surrounded by Full Classics at the Grand Classic located right there at the Convention Center. There will be plenty of opportunity to explore our ideal location, including a 95-acre shopping and entertainment complex along with a



boardwalk at Branson's Landing, located across from the hotel. No need to travel far for the Grand Classic and final banquet held amongst the cars at the Convention Center.

Branson has an average temperature in April of 68 degrees, direct flights are easily available or, because it is located less than 8 hours from Chicago, turn it into a nice relaxing drive and join us!

Registration information is available in the November Bulletin.

*Carrol Jensen,
First Vice-President*

Geneva Concours d'Elegance

The Chicago area's most prestigious concours was held once again on the streets of Geneva on Sunday, August 27th as participants from all over the Country displayed their vehicles.

The 2017 event celebrated the 100th birthday of the Nash Automobile. Woodies, Indianapolis style Race cars and Buicks designed during the time Walter Marr was Buick Chief Engineer were also featured.

A number of GIR and CCCA members brought out their cars for the annual event hoping to be awarded a "Benz" Trophy. As always, the cars displayed on Third Street were outstanding representations of their marques. A morning rain quickly moved on to become a perfectly beautiful day for admiring some perfectly beautiful automobiles.

The streets were crowded with onlookers and picture-takers. When it came time for the parade of winners, the area around the winners circle was packed. It is apparent from the cars driven through the winners circle that GIR members possess some very fine machines. Congratulations to all of the winners and to the Concours committee on another successful event!

On Saturday, the day before the concours, participants were given a tour of the JA Air Center in nearby Sugar Grove, where there was a display of classic automobiles and aircraft from several private collections, all with a story to tell and a piece of history to share. .

J.A. Air Center is a Full-Service Aviation Facility specializing in First Class FBO Services, Avionics Installations and Repair, Aircraft Maintenance, Sales, Charter, Flight Training, and more. From all accounts, it



was a highly successful outing, greatly enjoyed by everyone who attended. Even more to enjoy was Bud Schweppe on the baby grand (photo below).

As part of GIR's efforts to promote and attract new members, a tent was set up at the Geneva Show and water was handed out to anyone who was thirsty. Brochures and registration materials were available for interested persons. A poster promoting the club's annual Father's Day Show was prominent, as was the club name and logo on the table covering. In the above photo Dan Sobczyk stops by to chat with Joan and Charles Falk who spent several hours manning the display. Mark Smith (shown here with his daughter) also spent several hours that day promoting the club.



Thanks to Russ Rodriguez for the pics from Saturday's event



The Winner's Circle



Bob Joynt does his usual excellent emceeing of the parade of winners. Behind him in the white shirt is John Barrett, one of the organizers of the Geneva Concoeurs



Burt Richmond gives his approval on being an award winner for his 1957 Velocette(nc)



Greg Haack receives a "Benz" for his recently restored 1935 Packard, which was our August Cover Car



Bob Lederer in his 1906 Cadillac model K Victoria Roadster(nc) - Aka "Tulip Roadster."



Ron DeWoskin and his 1934 Nash Ambassador Sedan in the winners circle

Geneva Concours - *The Cars Tell Stories*

We are used to seeing Steve Grobl with his dad at the Fathers Day Show in Oakbrook but this time it was mom enjoying a ride through the winners circle in his 1941 Chrysler Town & Country Station Wagon, one of only 4 remaining today

The car originally belonged to Steve's grandfather. It was in the family until the late 60's, when it was sold. Always having wanted the car, in his 30's Steve decided to try and track it down. It had passed through two new owners, but Steve persisted and the car has been in his possession since 1992. "I surprised my grandfather in Florida on Christmas Day, 1992, by picking him up for Mass. It turned out to be his last Christmas."



This rare 1934 seven passenger Packard Limo belongs to Al Legg, who waited 50 years to acquire this auto, which was hiding in a corn crib all those years. This car is #66/200, a V-12 long wheelbase sedan - a chauffeur driven model with divider windows. It is believed to have been used by the Russian Embassy in New York when new.

An upgrade option of Artillery wood wheels and blue exterior made this one a standout in it's day. Al is still undecided as to whether or not restoration is in store for this car, but he thinks not.

Cadillac's 1947 series 62 models were the last Cadillacs recognized by the CCCA as "Classics". It was the final year of production for this pre-war body style introduced in 1942. Production was curtailed during WWII but resumed for '46 and '47 model years.

This car came with power front windows, power convertible top and power antenna. "Sombrero" wheel covers were optional. It is owned by Donald and JoAnn Stevens.



This 1936 Chevy Master Deluxe Town Sedan(nc) has been in the same family since it was purchased new. John Brayton's grandfather worked as an engineer for the WPA and found himself fortunate enough to purchase a new car. When he joined the service in 1942 the car was sent to the family farm to be stored away. All the brightwork was removed, coated, and placed in burlap sacks inside the car. Upon returning from the war, he went to work for the railroad and the car remained where it was for the next 60 years. The base price in 1936 was \$650, but was upgraded with \$250 in options including heater, cigar snuffer, tube radio, and a passenger side wiper blade.





A 1924 Hispano Suiza Tulip Roadster owned by Russ Rodriguez. The torpedo was commissioned by Andre DuBonnet, an accomplished aviator and racing driver. DuBonnet is a well known name in aperitifs and cognacs even today, which is how Andre DuBonnet acquired his fortune. DuBonnet wanted a lightweight body suitable for both racing and touring. The torpedo tail housed a 46 gallon gas tank for long distance racing.



of wooden ribs covered with veneer. Strips of Brazilian Tulipwood (mahogany) were then attached with thousands of brass rivets. The body was then sealed, sanded, and varnished. When fully equipped, it weighed approximately 160 pounds.

Butch Deckard and Russ Rodriguez enjoying the day. Butch helped prep the car for the show - a 1924 H6C Hispano Suiza Tulipwood Roadster - a recreation (1 of 1) the original of which is in the Black Hawk Collection of California

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Here I am in Ireland in front of the fabulous Curraghmore House. Check out the cars behind me - there were 90 in all!

In September, I was lucky enough to go to Ireland where, with some strategic pre-planning, I made contact with a local car club. The Garden of Ireland Vintage Car Club was going on a Brass Run while I was there and they were kind enough to invite me to ride along. I arranged my schedule to take advantage of the opportunity.

It was a gray day, as these photos prove, but luckily enough, it did not actually rain. I was impressed by several things, not the least of which was the friendliness of the club members. My main contact before I left home was Anselm Ahearne, their magazine's editor, who put me in touch with Shane Houlihan, club president, who invited me to ride along in one of his cars.

The assembly location was the Park Hotel in Dungarvan, County Waterford, where the club met for breakfast. While most participants came from Ireland, one couple I met had come over with their car from Wales by ferry the day before.

Ninety 'Brass' cars filled the parking lot on that Sunday morning as owners, drivers, riders and admirers milled about, chatting and taking pictures. The list of marques at this event was pretty impressive. The majority of cars appeared to be Fords, which is no surprise once you realize that Ford had a production plant in nearby Cork city for many years. There were several cars whose names I had only heard of, and this being Europe, there were a number

of cars I had never heard of. There was a Buick or two, Cadillac was represented, as were Mercedes and Renault, and... Hispano-Suiza, Rover, Overland, Brasier, Chalmers-Detroit, Darracq, Sunbeam, Humber, Minerva, Bolide, Panhard, Alldays & Onions, Vulcan, Locomobile, De Dion, Delauney, Lorraine, Star, Talbot, White, Wolseley, Clement Bayard, Flanders, Austin, Fiat, REO and Vinot & Deguingand.* I think I got them all.

As departure time drew close, people began to climb into their cars and soon enough we were on our way. I really had no idea where we were going, nor did I care. The area around Dungarvan is lovely so I knew wherever we drove the scenery was bound to be impressive. After about two hours, the caravan turned into a drive, marked by a sign and a gatekeepers house. Curraghmore House sits on 2500 acres - the largest demesne in Ireland.

Once on the property we drove through woodlands, over flowing water, passing fields full of pheasant. My riding companion Maire, informed me that the pheasants are brought in every year for pheasant hunting parties. A Sitka Spruce planted on the estate in the 1830s is among the tallest trees in Ireland. Gnarled pink chestnut trees line the approach to the big house and original castle tower.

**All cars mentioned in this article are pre-1918 and may or may not be classified as Grand Classic®*



of ships sailing to and from the nearby Harbour of Waterford to collect and return shells to her from all over the World. A recent scientific examination of the shells has identified many exotic and rare varieties from far flung regions of the World's oceans.

Much too soon it was time to go. Back into the cars we went and headed out onto the road through the hills, along the water and back to Dungarvan.

Finally the manor house itself came into sight. And what a sight it was. I was totally unprepared. The cars - 90 of them - parked in a semi-circle in the large, open yard. Hot tea, coffee, and a luscious assortment of cakes, pastries and cupcakes were available for everyone. It was oh so tempting to want to try one of everything!

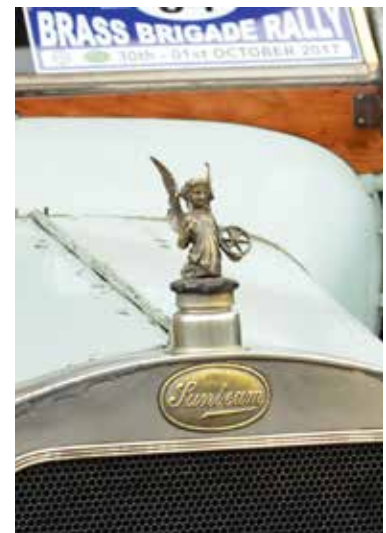
After refreshments we had time to wander around. The house itself was not open this day but the grounds were impressive. There were gardens, ponds, a lake, and woods. Not too far into the woods, but far enough to be hidden from the house was a small building - a folly - known as The Shell House. By definition, a folly is a costly ornamental building with no practical purpose; a tower or mock-Gothic ruin built in a large garden or park. Indeed.

In 1794, Catherine Poer, Countess of Tyrone, undertook to decorate the inside of this folly herself - with seashells. It took her 261 days to complete. Shells from around the globe still glow with color above a statue of the Countess herself by John van Nost. Being a wealthy countess, Lady Catherine charged Captains

The countryside was lovely, the company good, and the memories will last forever.



Johnny Greene cranks up the vintage Ford we'll be riding in.



A 1913 Sunbeam - in the same family since it was new





Curraghmore House, from the back. This was the home of the ninth Marquis of Waterford and his ancestors since 1170



The Shell House, and a closeup of the intricate shell work that completely covers the interior



This gentleman (Patrick Dwyer) jokingly wondered if he might get kicked off the run for having no brass on his 1917 Ford(nc). But, he said, "It's original. After all, Henry Ford said you could have any color, as long as it was black."

A statue of the Countess stands in the center of the folly, surrounded by shells from all over the world.



*Shane & Suzanne Houlihan
Suzanne originally hails from the state of Georgia.*



1914 Swift (nc)



1905 Rover (nc)



1904 Darracq (nc)



1914 Vinot-Deguingand (nc)



1909 All Days and Onions (nc)



1904 Vulcan (nc)

Chrysler Airflow

The **Chrysler Airflow** was produced from 1934 to 1937. The Airflow was one of the first full-size American production cars to use streamlining as a basis for building a sleeker automobile, one less susceptible to air resistance. It was far ahead of its time in use of aerodynamics, unibody design and other innovations but it was ultimately a commercial failure.

Most automakers of the day still used a two-box, wood-reinforced metal body on a separate steel frame but the Airflow used a unibody construction, placing the passenger compartment between both axles for a smoother ride. The conventional inline eight was forward over the front axle allowing for more interior room and a near 50/50 weight distribution.

Chryslers tended to be rather conventional, but this changed with the introduction of the Airflow in 1934 which was a significant effort at a fundamental change in automotive design.

Engineer Carl Breer was inspired by a formation of military airplanes and consulted with Orville Wright regarding aerodynamics and wind tunnel testing. Breer had his colleague Fred Zeder design a strong unibody structure based on the results of this aerodynamic testing. Prior to the Airflow's debut, Chrysler did a publicity stunt in which they

reversed the axles and steering gear, which allowed the car to be driven "backwards" throughout Detroit.

Although it was years ahead in safety and strength the unconventional design of the new Airflow failed to gain public acceptance.

The car's original grille work cascaded forward and downward forming a waterfall look where other makes featured fairly upright radiators. Headlights were semi-flush to areas immediate to the grille and the front fenders enclosed the running surface of the tire tread. In the rear, Airflows encased the rear wheels through the use of fender skirts.

The front seat was wider than in other cars and the rear seat was deeper. Overall, the car possessed a better power-to-weight ratio, and its structural integrity was stronger than other like models of the day.

Production peaked at only 6,212 units in May 1934 - very late in the year with barely enough to give every dealer a single Chrysler Airflow. The factory had not accounted for significant manufacturing challenges and expense due to the unusual new design, which required an unprecedented number and variety of welding techniques.

The early Airflows arriving at dealerships suffered from significant problems, mostly the result of faulty



Streamlining

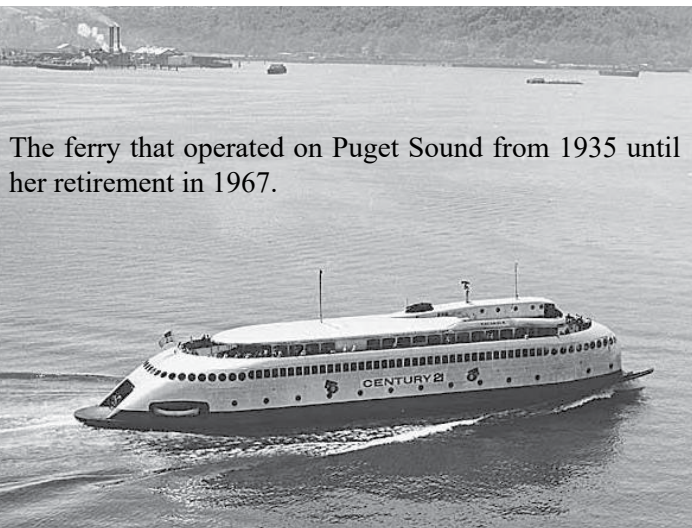
manufacturing. According to Fred Breer, son of Chrysler Engineer Carl Breer, the first 2,000 to 3,000 Airflows to leave the factory had major defects, including engines



1930 Custom KJ Henderson Motorcycle



Pennsylvania RR S1 Locomotive designed by Raymond Loewy built in 1939



The ferry that operated on Puget Sound from 1935 until her retirement in 1967.

breaking loose from their mountings at 80 mph.

With a lack of consumer interest in the 1934 model, Chrysler made modifications to the body that brought the front of the car more in line with public taste. Foremost of those 1935 changes was the placement of a slightly peaked grille that replaced the waterfall unit of 1934. It wasn't enough. The public still did not embrace the Airflow.



'Streamline Moderne' an aspect of art deco, with it's emphasis on curves, emerged in the 1930's when designers quickly streamlined everything from clocks to buildings becoming especially widespread in vehicles.

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Tom Kleinschmidt and Mark Smith tossed around the idea of joint ownership of a car for several years. They each already own another Grand Classic®. Mark's 1930 Packard Roadster is a familiar sight at car shows such as the annual Fathers Day Oakbrook Show, the Geneva Concours, and others, where it regularly makes an appearance, while Tom's 1926 Wills Sainte Clair is known only, at least to me, from his articles on his work rebuilding the car's engine. Restoration is never a quick or easy process and the car is a work in progress. Together, they own this month's cover car - the 1935 Chrysler Airflow.

1935 Chrysler Imperial Airflow Series C2

Aluminum cylinder head and automatic overdrive with "free wheeling"
 8 cylinder engine provides 115 hp
 Stromberg two barrel carburetor
 Vacuum assisted power brakes
 128" wheelbase
 Overall length (with bumpers) 211 5/16"
 21 gallon fuel tank
 Tapered leaf type springs
 Double acting hydraulic shock absorbers
 Flex beam headlights, parking lights
 Two automatic windshield wipers
 Two combination stop and tail lights
 Non-glare rear view mirror
 Dual under the hood mounted trumpet horns
 Duplate safety glass
 Steel spoke wheels with rear mounted spare

Smith and Kleinschmidt have known each other a number of years through this car club and obviously have a good enough relationship to believe that co-owning a car would be something they both could easily live with. "We're still speaking to each other" joked Kleinschmidt when asked about that. It seems to be a perfect match. And so far, they say, it has worked out to their advantage.

Besides the obvious financial benefit of co-ownership, the number of times the car has been out on the road for an event or to club functions, it seems one or the other of it's owners has been unable to make it. No arguing over who gets to drive when only one of you is available. If Kleinschmidt is the one driving the car, he has garage space where he can park it overnight, but Smith recently acquired a car condo, so the question of where to keep it stored, especially for the winter months, was easily solved. The garage is also roomy enough to provide ample space to work on the car, should either of them choose to do so.

Once they finally decided that it was time for them to acquire a car, they began to look around and found the Airflow through an ad

at Hemmings.

Tom said they came up with a short list of cars they would like to own - an Airflow was on it, but so were a few others - none of which were an absolute 'must-have'. After keeping an eye on the ads, they narrowed the list down and eventually made inquiries on two of the cars. This one, which came from Connecticut, and one in Kansas, also an Airflow. The one in Kansas was not in very good shape, they said, but the owner of the Connecticut Chrysler had pictures and a list of everything the car had on it. The car was actually purchased sight unseen by it's new owners but Kleinschmidt has a friend that lives not far from where the car was stored in Connecticut who took a look at it for them and verified that everything was as advertised. They made the deal.

The Airflow has some neat features, like a split windshield, that opens from the bottom via a crank on the dash. Likewise two vents directly in front of the windshield also open by turning handles on the dash. The front side windows are unusual in that each window is split and can be opened as a single window, or, if you open the wing window, the remaining half rolls down like a normal window.

The 'wing' motif that adorns the hood ornament is repeated along the car, in side vents and adorning the rear wheel covers.

The headliner has been redone in an original type fabric, but the majority of the interior is covered in a tan corduroy - definitely not original - but it still feels luxurious, is in excellent shape, and they are in no rush to complete the restoration. Both Smith and Kleinschmidt are enjoying the car and agreed beforehand that they wanted to buy a 'driver'. Fortunately, both of their wives approved of the car. Mark said his wife Nancy likes antiques in general and Tom's wife Anne "Enjoys getting out in the car and going to car-related events."

The car has been repainted a time or two since it came off the showroom floor, most recently about 15 years ago, but the paint is in pretty good shape and the car shines.

Currently they are looking for a heater for the car and a radio. The heater being somewhat more of a priority than a radio.

As we drove from the garage to a nearby



Covercar

forest preserve for this photo shoot, Mark and Tom went back and forth about recent work that had been done to the engine and drive train; both of them apparently quite pleased that shifting is smoother since the adjustments. It is definately a smooth ride, one of the features Chrysler touted in the Airflow's debut. Chrysler also hyped the car's sturdiness, even driving one off a 110 foot cliff to prove it.

Since acquiring the car, both Tom Kleinschmidt and Mark Smith have each taken it out several times. At the Glen Ellyn Historical Society Meet this past Spring, it placed third and will be the featured car at the Fifth Annual Glen Ellyn Vintage Car Fest on Saturday June 2, 2018.

"I can't believe how many people just love this car" says Smith. It does indeed draw a lot of attention. People walking their dogs or pulling in and out of the Forest Preserve parking lot were obviously intrigued. Almost everyone wanted to know "What year?"

Eventually, all of the features that made the Chrysler Airflow ahead of it's time were incorporated into mainstream automobile manufacturing. For all that however, in 1935 most car buyers were just not ready.



An unusual feature of the Airflow are the split windows on the front doors. It provides the option of opening the vent and opening or closing the rear half of the window or, with the vent closed, it rolls up and down as a single window.

Another highly unusual feature is the trunk - it can only be accessed from inside the car - by lifting up the entire backrest portion of the back seat! Not very convenient for bringing the groceries home from the store. Future designs were changed to allow more convenient access from outside the car.



Tom Kleinschmidt does the driving, while Mark Smith gets to ride in style and check out the roomy rear passenger compartment.





The wing from the hood ornament is a theme repeated in stylized versions throughout the car's details; in side panels on the hood, in the fender skirts, in detailed ornamentation below the headlights, and even in the grill.



Cover Car Year - 1935 *My How Times Have Changed*

...AND WHAT DO YOU WANT FOR CHRISTMAS, MY DEAR?"

...THE NEW \$49.75 HOOVER ...THAT'S WHAT I HOPE WILL BE UNDER THE TREE!"

SANTA FINDS ANSWER TO CHRISTMAS PROBLEM

NORTH POLE - Joy reigns here as news that Hoover has brought out its sensational new full-size Hoover for \$49.75 - lowest price ever for Full-size Agitation. Genuine Hoover quality - latest features, including Dirt Finder. On sale at leading stores everywhere. Now every wife can have the Hoover she's wanted. Husband's agree! "Give her a Hoover and you give her the best."

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A big 20 ounce loaf. A pound and a quarter of wholesome, nutritious food. The same high quality bread now SLICED for your convenience.

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Same price weight and quality

If you prefer the regular, unsliced loaf, it also, is at your nearby A&P Store, fresh daily

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ONE SUGAR SMOKE BURY YOU FREE.

1935

...and a finer and better HARLEY-DAVIDSON

The 1935 Harley-Davidson is a masterpiece of engineering and design. It is a machine that will give you the same performance, power and speed as the 1934 model. It is a machine that will give you the same performance, power and speed as the 1934 model. It is a machine that will give you the same performance, power and speed as the 1934 model.

CHRISTMAS 1935

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Luckies-a light smoke
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This magical motoring improvement is just one of the factors that make the Airflow Chryslers the most thrillingly

modern of motor cars . . . one of the reasons why Airflow owners are the most enthusiastic motorists in the land.

Before you buy any new car, see a Chrysler dealer and arrange for a good long ride in an Airflow. You'll find it a most delightful experience.

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If You're NEAR...

by Charles Falk



...**Dayton, Ohio**, traveling on either I-75, or I-70, I suggest you jump off the interstate and devote some time to The Citizens Motorcar Company: America's Packard Museum, which is located in the heart of Dayton.

Because the Packard marque is the second most popular type of vintage automobile owned by CCCA members, it is likely that many members have visited this museum at some point. Thus, this column is aimed at those among the readership who are not familiar with the Citizens collection. It is hoped that this review will prompt members and others to visit the museum if they are passing near Dayton during their travels. Those who choose to do so will not be disappointed. I wasn't!

Several years ago, I made a Chicago-to-Florida run and chose to route myself through Dayton to see a friend living there - and to check out the Citizens Motorcar Company Museum. Although Citizens bills itself as "America's Packard Museum," it is one of four Packard museums in the U.S. (of which I'm aware). Two years ago, I visited one of the others, the National Packard Museum, located in Warren, Ohio. My review of that museum appeared in the Winter 2015/2016 issue of the Dashboard. I have not yet visited the Fort Lauderdale Antique Car Museum in Florida or The Packard Motorcar Foundation Museum, located in the Detroit suburbs.

Each museum has characteristics that, apart from the cars in their collections, differentiate them from one another. Here's how I would describe the differences.

The National Packard Museum in Warren, Ohio has the cachet of actually being located in the town where the Packard automobile was born and first manufactured. Warren is replete with many reminders of the company which once put the town on the map.

The Fort Lauderdale Antique Car Museum opened to the public in 2000, and is exclusively devoted to the Packard marque. It currently holds thirty-nine Packards, including two Dietrich-bodied examples and a rare 1909 model. That

museum cites the extensiveness of its collection as its defining characteristic and states that it's 30,000 square foot facility "...boasts a one-of-a-kind setting with the largest collection of Packard Cars and historical memorabilia from 1900 and on".

The Packard Motorcar Foundation Museum in Detroit claims the distinction of having the most direct link to the manufacturer by virtue of being located in buildings on several acres of what once was the Packard Proving Grounds in Shelby Township, MI. At this time, this is more of an historic site which, under the direction of the Foundation established in 1997, is migrating toward becoming a full-fledged museum. Its current collection includes twelve Packard automobiles and extensive automobilia displayed in structures on parts of the proving ground's track that was originally constructed in 1927.

The Citizens Motor Car Museum, which is reviewed here, expresses the view that its location in a former and classical Packard dealership building sets it apart from other auto museum facilities. They report that it "...is something different, and decidedly worthwhile: it is not a re-creation, but an authentic artifact of the history of the Packard Motor Car company." In the late 1990's, Car Collector Magazine named Citizens as one of the "Top Ten Auto Museums" in the U.S.

Fred Heiler, in a 2010 New York Times article described the Museum's structure as follows. "(W)hat began as the city's premier Packard dealership, then laid dormant for decades, is now a center for all things Packard—parts, restoration information and, above all, exceptional examples of the luxury brand."

Housed in a proto-Deco building designed by architect Albert Kahn and built in 1917, the Citizens Motorcar Company was also a part of the official Packard distributorship for much of the Midwest. Like a movie set, the sales offices around the high-ceilinged showroom have the look of a dealership still in business; an impression reinforced by the 20-foot-tall neon Packard sign outside and the array of cars visible though the expansive windows. Period furniture, black telephone, sales brochures, a well-worn briefcase and even an early Dictaphone complete the settings."

When I visited the museum several years ago, this building really made an impression because it reminded me so much of similar facilities I



visited with my dad in the Chicago Area as he shopped and/or took delivery of his new cars in the 1940s and 1950s. Car dealerships then were largely embedded deep into the urban neighborhoods or in city centers, set close to the streets, and situated on relatively small pieces of real estate—often putting service department and parts inventory elements in the upper stories of their main building and having limited open-air exterior display or storage spaces. This is a great contrast to modern dealerships in suburbs or the outer edges of towns, set back from the roads in one-level buildings, and incorporating huge outdoor car storage and display lots.

Also, the Citizens Building features very high ceilings, and is finished out with generous amounts of wood and marble and glitter. In the dealership's heyday, the beautiful Packards and other luxury car brands were displayed in very posh surroundings. Now, thanks to the restoration of this Citizens Motorcar vintage space; vintage Packards are displayed in this fashion once again.



1946 Custom Super Clipper - Owned by the DuPont family, this car was a design presented just before WWII in 1941

The Collection

When I visited the Citizens collection in the mid-2000's, I viewed about 40 cars on display in a bit of crowded fashion, making it difficult to get nice photos of them. Today, more cars have been added to the collection; and between 50 and 60 cars are featured on display at any one time in the restored Art Deco main showroom, in the former service area, and in a related pavilion where most of the Post-WW II cars are housed. The restored setting "sparkles." The Citizens Web site now announces: "We have the largest collection of Packards and memorabilia anywhere in the world, with cars from 1903 to 1958 on exhibit." The collection is delimited to Packard automobiles. Most of the best examples of the marque in the collection are on display in the original (and fanciest) display area of the building—the Art Deco showroom.

At the time of my earlier visit, a second floor area that was likely used as the original service area of the dealership was being used to house cars that were undergoing

restoration and preservation work. That space now houses a paint booth, and other restoration work takes place in a basement area. A large elevator is in place to move the cars up or down within the building. This is a picturesque and quaint arrangement, but one that probably was not very efficient when the dealership was thriving. For this reason, a new service area was added to the building, at ground level, in 1936.

The cars on display today include early "brassies," custom-bodied cars from the 20's and 30's, and assembly-line cars from the late 30's and into the mid-50's when the company and the Studebaker Corporation were merged into a combined company that ultimately failed. There also are several good examples of assembly line cars whose bodies were modified to give them certain uniqueness. Examples here would be the beautiful early 1940's convertibles that were the work of designer, Howard "Dutch" Darrin, that were modified in ways that made them very special. Other cars of note in this museum include:

- One of six remaining 1914 Model 48 Runabouts (nc)
- One of eleven remaining 1930 Model 734 (nc)
- 1936 boat tail Speedster
- 1941 Victoria Convertible, by Darrin
- A 1928 Model 626 Jesse Vincent Speedster Prototype
- Caribbeans(nc) (including a 1955 convertible that was one of only 400 produced that year)
- 1948-50 "woody" station wagons (nc)
- 1948 Henny Landau Hearse (nc)
- 1919 Packard heavy duty truck (nc)



The 1903 "Grey Wolf" is the oldest, and maybe the most famous, car in the collection.

One of the other cars in the collection is of historical interest. During World War II, Packard "went to war" and was allowed to produce some vehicles, all de-chromed and painted in olive drab, for use as military staff cars to assist in the war effort. One of these, a 1942 Clipper(nc), was used by General Douglas MacArthur and is in the collection.

It was important to me that the Citizen's Motor Car Company museum has several 1948-1950 "bathtub"- style Packards on display. I know these are not every Packard enthusiast's favorite, but as I've written earlier, my first car was a very un-exciting tan 1948 Packard 4-door Model

If You're NEAR...

continued

2201(nc), Standard Eight Touring Sedan with black sidewall tires, so it was nice to re-visit those artifacts of my past, and, somewhat natural for me to be interested in the place.

In short, museum visitors will be able to trace the evolution of Packard automobiles pretty much from the era in which the company produced it's first car to the point when it produced it's last one. All of the restored cars on display reflect high standards of quality. Others that have just been preserved show an authentic patina that comes from years of use - while also suggesting durability.

About the Museum's Founder

The museum that today welcomes visitors would not be available to automobile enthusiasts were it not for the vision of long-time car collector, Robert E. (Bob) Signom II. Mr. Signom is a Dayton attorney who watched the former Citizens Motorcar Company building fall into decades of disuse and disrepair. In 1992, he purchased the building, moved his substantial personal collection of Packards into it, and took on the challenge of restoring it to its former grandeur and making it a showplace for vintage Packard automobiles. Twenty-five years after founding the museum, Bob Signom remains active in its affairs and serves as the museum's Curator.

Mr. Signom's interest in the Packard marque, and his inspiration for creating the museum came from his father, Robert Sr., who was an enthusiastic Packard owner. It is an interesting sidebar to the museum story that, years after his father gave up his beloved 1928 Packard convertible, at some time during the 1930s, Bob Signom happened to find the car while on a business trip to New York. He bought the car and it is now proudly included in the museum's collection as a tribute to his Dad.



Signom, Sr's 1928 Packard Convertible Coupe

The stated vision of the museum is "...to educate present and future generations about the Packard Motor Car company, its products and philosophies." To advance this

mission, Mr. Signom formed an IRS Code, Section 501 (c) (3) corporation for use as a means bringing in the funds needed for renovation/restoration and the on-going operations of the museum. Further, he created an advisory board of distinguished and knowledgeable Packard collectors and enthusiasts to assist him in making the museum a reality. The advisors promote and provide important technical information to the museum and help it "connect" with the Packard-owning community around the world.

To help bring in funds that are needed, the museum is offered to event planners as a space for meetings, weddings, receptions and the like. At the time of my own visit to the museum, it was being set up for a function and many cars had been shifted from the showroom to other areas of the facility on a temporary basis. That hampered my ability to view some of the cars in the best of circumstances, but did not detract from the value of my visit.

Besides the Cars

The museum building itself, now 100 years old, is a significant attraction, which should even interest people who may not care about the cars. The main Art Deco showroom is a standout, and as mentioned, visitors can see the dealership sales manager's office just as it was back in the day. Similarly, many aspects of the service area remain in place, like the hydraulic hoists and oil and grease dispensing devices, so one can contrast a service department from yesteryear with those of today.

The Packard Corporation's efforts to support the World War II initiative went beyond producing Army staff cars mentioned earlier. Visitors can see examples of engines built for P-51 fighter planes and for PT Boats of that era.

The Robert Turnquist Library is a treasure trove of materials for Packard collectors, enthusiasts, restorers and automotive industry historians. It contains owner's manuals, service manuals, sales literature, photographs, models, materials and artifacts that pertain to the Packard Corporation and the products that it made and sold.

A museum store has many high-quality items that will appeal to anyone interested in the Packard automobile and the "Packard Story."

After the Fire

Regrettably, in November 2015, the museum experienced a damaging fire in a storage facility it maintains about five miles from the museum. That facility contained cars, parts, accessories and equipment that could not be accommodated within the museum itself. After the ashes cooled, it appears that of all the cars destroyed, only about a half-dozen of them were likely candidates for restoration. The remainder would likely have only been "parts cars."

More seriously, a significant inventory of parts and accessories was lost that would have been invaluable assets to collectors and restorers.

The Future

When speaking with Dan Badger, the museum's Managing Director, I asked about what "hopes and dreams" the museum's leadership team had for the future. I was told that they think and speak about this frequently. Mainly, there is a desire for the museum to remain relevant in the future when so many of those who grew up with Packard automobiles and who appreciated and acquired those cars as they became older, were now passing on.

The museum's intent is to focus upon education and to work with schools where they think it is important for the younger generation to come to know about the importance of the automobile industry and the philosophy of the Packard Corporation. That philosophy was underpinned by a slavish devotion to quality in design and manufacturing that led to producing some of the finest automobiles in the world. It also incorporated the highest commitment to customer satisfaction and service—values that have come to modern corporations long after they were integral to the Packard Corporation.

There is an on-going interest in having Packard enthusiasts donate cars and other relevant items to the museum.

Finally, during 2017, the museum hopes to gain attention as it celebrates the 100th Anniversary of the construction of the Citizens Motorcar Company Building and the 25th Anniversary of the museum's founding.



The Bottom Line

I found the Citizen's Motorcar Company museum to be fascinating and well worth the time and effort it took to get to it. I hope to make a return visit soon. One does not have to be a "Packard person" to enjoy seeing this place. And, the fact that the museum is located in this historic, authentic, former Packard dealership building does make an impact. The vintage cars are in the vintage facility, just like they were decades ago - and that's pretty cool.



Arranging Your Visit

I suggest that two hours be allowed for a visit. Those with a deeper interest in the marque and/or the details and specifications of particular cars will need more time.

Parking: Free parking is available on the street and in a nearby lot.

Food Service: A number of restaurants, with varied fare, are located within a three-to-six block walk of the museum.

Admission fees: Currently \$6 for adults, \$5 for seniors, and \$4 for students.

Hours: Noon to 5 p.m. (Mon-Fri); 1 p.m. – 5 p.m. (Sat. and Sun.). Closed only on Thanksgiving, Christmas, and New Year's Day.

Location: Downtown Dayton

420 S. Ludlow Street

Dayton, Ohio 45402

(the corner of Ludlow and Franklin Streets)

937-226-1710

americaspackard@americaspackardmuseum.org

Resources/Credits

America's Packard Museum--The Citizens Motorcar Company. <http://www.americaspackardmuseum.org> (photos)

Badger, Dan. Managing Director, Americas Packard Museum--The Citizens Motorcar Company.

Conwill, David. "Fire destroys cars at America's Packard Museum Secondary facility." <https://blog.hemmings.com>

Cooley, Rose. Museum Coordinator, Fort Lauderdale Antique Car Museum.

Friedrich, William. Trustee, the Citizens Motorcar Company Museum.

*Heiler, Fred. "Frozen in Time, a Palace Worthy of the Packard," *The New York Times*, October 8, 2010.*

*Rinehart, Lauren. "Bucket List: Check out the Packard Museum." *Dayton.Com* (Cox Media Group), April 6, 2015. <http://dayton.com/lifestyles/bucket-list-check-out-the-packard>*

The Ft. Lauderdale Antique Car Museum. <https://www.antiquecarmuseum.net>

The Packard Motor Car Foundation. <http://www.packardmotorfdn.org>

Kilgarvan Motor Museum

by Maureen Blevins

While in Ireland, I managed to fit in more than one auto related activity. Besides participating in the Brass Run, the Kilgarvan Motor Museum was another stop.

Kilgarvan is a tiny village located between Killarney and Cork, and not too far off the beaten path, so when I spotted the sign, I took the turn-off. Driving the country roads in Ireland is a bit of a challenge for someone used to paved roads, two lanes, and street signs but with a trusted GPS, it can be done.

After several miles driving between growth taller than the car I was in, a few houses began to appear. As usual, when I was about out of faith/patience, I arrived.

It was a fairly small place, one large building with a sunroom at the back, which turned out to actually be the entrance. It would be a nice spot to rest and have some tea before going on one's way again. The door was locked, but a young woman with two children in tow came down from the house to open up and let me in.

Inside were racing cars, motorbikes, a few tractors, army vehicles and a surprising number of Classics. Most of the cars are used during the year for rallies, shows etc. so most are drivable. Several of the cars had signs indicating that they had been used in a movie or television series. Although the bulk of the cars were right hand drive, a couple of them did have the steering wheel on the left.

Signs and assorted antique automobilia lined the walls and shelves, including a number of model cars and two shelves full of trophies and awards.

John and Joan Mitchell opened the Kilgarvan Motor Museum in 1985, having begun collecting and restoring as a hobby,



A 1948 Bentley and a 1947 Rolls Royce. Funny to see an 180 road sign over here (on the wall behind the RR)



A 1931 Wolesley Hornet(nc) in front of a 1937 Morris Series 2 Tourer(nc)



A 1936 Adler Trumpf Junior(nc)



A 1946 Armstrong Siddeley(nc)

The main room of the Kilgarvan Motor Museum. Three rooms house this collection of vehicles.

My gracious hosts; Phil O'Shea, with David and Emily.



starting in 1974 with the Armstrong Siddely Lancaster. Today, their sons Trevor and Alan are also involved in the museum. Most of the cars were acquired locally, many of them in very bad condition, which the Mitchells themselves restored over the years. They also do repairs on client's vehicles, both classic and modern.

Being out of the way as it was, and October - not exactly high tourist season - I had the place to myself, but the museum draws visitors from all over the world and various car clubs have made this a stop on their tours. Unfortunately, the Mitchells were gone that day so I did not get to meet them but spent about an hour perusing the cars. It was raining as I headed out towards the main road, remembering, by now, to keep left.

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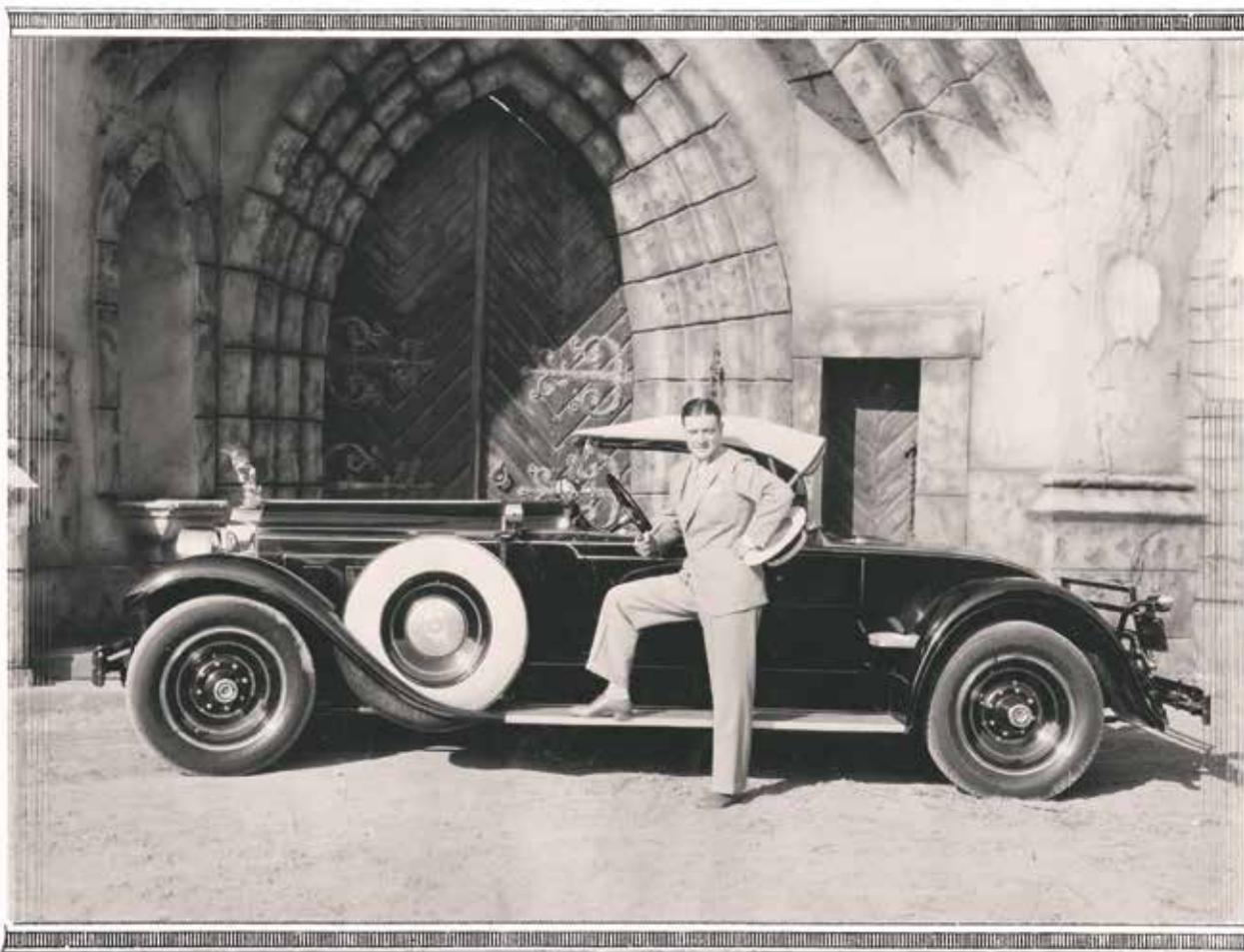
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Summer 2017



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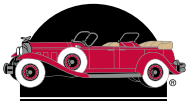
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Only certain models of the following vehicles built during 1915 through 1948 are recognized as CCCA Classics: Be sure to check on the list of recognized cars to see if all models of a particular marque are accepted as Full Classic® cars.

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

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Alfa Romeo*	Cunningham	Hudson	McFarlan	Simplex
Alvis	Dagmar	Humber	Mercedes	Simplex-Crane
Amllcar (considered)	Daimler	Hupmobile	Mercedes-Benz	Stearns Knight
Apperson	Daniels	Invicta*	Mercer	Stevens Duryea
Armstrong-Siddeley	Darracq	Isotta-Fraschini	M.G.	Steyr
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Bentley	Duesenberg	Julian	Owen Magnetic	Tatra
Benz	Dupont	Kissel	Packard	Templar
Biddle	Elcar	Kleiber	Paige	Triumph
Blackhawk	Excelsior	Lafayette	Pathfinder	Vauxhall
B.M.W.	Farman	Lagonda	Peerless	Voisin
Brewster	Fiat	Lanchester	Pierce-Arrow	Wasp
Brough Superior	Fox	Lancia	Railton	Wills Ste Claire
Bucciali	Franklin*	LaSalle	Renault	Willys-Knight
Bugatti	Gardner	Leach	ReVere	Winton
Buick	Georges Irat	Lincoln	Richelieu	
Cadillac	Graham-Paige/Graham	Lincoln Continental	Roamer	
Chadwick	HAL	Locomobile	Rohr	
Chrysler	Heine-Velox	Lozier	Rolls-Royce	
Cole	Hispano-Suiza	Marmon	Ruxton	

Have you visited the national website lately? (<http://classiccarclub.org>) It details the complete list of approved Classics. It also is a good source to see what CCCA events are coming up throughout the country and what the other regions are up to. One of those links will take you to the CCCA Museum website (<http://www.cccamuseum.org>) - well worth a look around.

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from the **Rumble Seat** ... the editor's page



looking for my first exit.

Streets and roads in Ireland are narrow and I am glad I followed advice to rent a small car. But even at that I found myself playing bumper cars pretty often with those darned curbs and there were times I wanted to grab the steering wheel, say a prayer, close my eyes and just floor it, but that probably would not have been a good idea, even with the extra insurance.

My modes of transportation while on the Emerald Isle ranged from that wonderful vintage Ford(nc) on the Brass Run to a tiny new Ford Focus (my rental car), to a kayak, to a two-wheeled pony cart. And my own two feet. In town (be it Dublin or Killarney) everything seems quite walkable. Since parking was either non-existent or expensive, walking was a great option. As for the pony cart, it was something that seemed very 'Irish'. I rode that in the Gap of Dunloe, a gorgeous, scenic area with spectacular views, and very few cars. For good reason. If I thought the roads in town were narrow... oh lordy! I was certainly happy to let that horse figure out the right-of-way.

In this issue I shared two of my auto-related adventures - the Brass Run in Dungarvan and the Motor Museum in Kilgarvan. Hopefully, you enjoyed coming along. I have a couple more stories from Ireland for you and will include those in the next issue. Stay tuned!

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

Yep, I rented a car in Ireland and drove around for two weeks. By myself.

Everyone always wants to know "Did you have trouble driving on the other side of the road?" I have to say no, not really. It's not all that hard to remember to stay left when everyone else is on 'that' side of the road. I found negotiating the roundabouts was a little trickier than staying on the left. But one gets used to those eventually too. And I had a GPS - without which I would probably still be circling the Dublin airport



*Not sure what to make of this sign
but it doesn't look good*

~ Maureen



Call for Stories and Ideas

If anyone has an idea for an article, or a story you would like to submit, please do so! I'm sure some of you have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming. Not a writer? No worries. That's what editors are for.



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