

The DASHBOARD

SPRING 2025



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



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Dashboard

Glossy full color magazine Published 3x yearly
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LETTER from the DIRECTOR

Greetings fellow members;

By the time you're reading this we will have just recently concluded our first driving events in May: our third annual visit to the Wyndermere retirement home and a very unique garage tour on the far south side in Indiana. This one has a couple of excellent collections, one of which is rarely seen. As they say, membership has its privileges, but only if you take advantage of them.

One of the ways we have a club plan on giving back this year is to co-host a driving school for automotive students. Not your typical automotive driving school. We're going to teach the fine art of manual shifting. This is another unique opportunity that we in the classic car club want to foster. If we're not continuing the process of engaging the next generation of classic car enthusiasts, I feel we are falling short of our mission. I would like you to consider participating in this event. The exact date will be announced shortly, but I can tell you it will be in September. If you feel that you would like to provide a vehicle, and / or instruct students, this would be a wonderful opportunity to do that on the Joliet Autobahn race track. No, we are not looking for spirited high-speed driving. Merely a venue that provides a quality experience and an attractive one at that.

We do have our 57th anniversary of the Oakbrook Father's Day car show fast approaching. This would be an excellent opportunity to introduce other generations to very unique and special cars with history. I know many of you look upon this as an annual event not to be missed. If you have something that has not been seen by the public in a while, this would be the perfect opportunity to display it and spark the interest of the next generation of caretakers of these extraordinary machines. Besides, we offer a unique experience of providing live music on the green for those who want to make a day of it. Please reach out to me if you would like to sign up. Here's to a summer of fine motoring and wonderful new adventures.



CORDially,
Russ

In Memoriam



Dan Slowik
March 5, 1942 - November 9, 2024

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Upcoming Events

- May 10 - Spring Garage Tour** - Visiting the collections of Konnie Kuiper in Griffith, IN and Hil Raab, Crown Point, IN. Watch your emails for sign up sheets.
- May 30- June 1 – Gilmore, The CCCA Experience**
<https://www.classiccarclub.org/events/361>
- May 31–June 6 - 58th Annual Packard National, KC, KS**
<https://www.packardclub.org/events.php>
- June 15 - Father’s Day Car Show - Oakbrook**
- July 12 - Copshaholm**
<https://www.concoursatcopshaholm.org/>
- July 13 – RROC Concours**
- July 20-GIR/POCAnnualPicnic**-FabyanPreserve,Batavia
- July 20 - AACA CAR SHOW** Carpentersville
- July 17-20 – CCCA Grand Classic**
<https://www.classiccarclub.org/events/348>
- 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/>
- September 17 - Learn to Drive Stick** - Autobahn Course, Joliet. Need Cars and Drivers!
- 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**

Call for Stories and Ideas
If anyone has an idea for an article you would like to submit, please do so! I know you all have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming!
If you are interested in contributing a regular column please contact me. I am open to ideas. Let's talk!
And remember - If you have a car you would like featured, don't be shy! Give me a call at 815-483-8216.

The EDITOR's page



Happy Spring everyone!

We had our first outing of the year on Sunday, March 23rd, when we met at Drury Lane for brunch and a show. The show was *Beautiful*, the story of Carol King. There was so much good music in the show! It was a feel good afternoon. The brunch at Drury Lane never disappoints, either. I heard many good comments afterwards. It seems everyone enjoyed the show. You can see pictures of all of the smiling attendees in this issue.

Next up is the garage tour. I hope to see some of you there. It promises to be a great tour, with quite a few cars in the two collections we will be visiting And of course there will be a lunch stop. More time to visit and chat with each other.

I'm sure all you car owners are busy getting your vehicles out of storage, tuned up, cleaned up, and looking forward to getting out on the road, even if it's only over to the local ice cream shop. When I was a kid Sundays were always the day for a drive through the park. How I wish I could have hung on to some of those cars I rode in back then. It would be twice as much fun to ride in them now.

I'm taking you to another museum with me this issue - The LeMay. What a fabulous experience. I know some of you have been there, but for those of you who have not I just have to say if you are ever in the Seattle/Tacoma area I hope you make time to visit. It is so worth it. I had trouble selecting the photos for the article. I took so many, and there were so many more I would like to have shared of beautiful and historic vehicles. Apart from the museum, that area of the country is stunningly beautiful. Mountains, water, forests. Oh my! It felt to me like a slice of heaven. And the sunsets were spectacular!

Maureen

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



Just a reminder! If you have not renewed your membership for the current year this will be your last issue!

You can renew your membership, join, or download the form online.

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

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

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

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

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

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3501 Algonquin Rd.
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.

A Look In The Rear View Mirror with Herb Lederer

Everyone who has owned a collector car has stories. As part of our continuing series, we asked Herb Lederer to tell us some of his.

What is your first memory of connecting with cars?

My first memories of connecting with cars was long before I had a driver's permit, which I got at age 14, was magazines. The three main magazines that I read were *Motor Trend*, *Speed Age*, and *Hot Rod*.

From there I moved on to actually getting my hands on a car. It was a 1927 Dodge coupe that had been modified during the war years. By taking off the deck lid and putting a small wooden box on, it was used as a pickup truck around the farm. That was what I learned to drive on I don't think I ever drove that car on the highway very often. Soon we moved on to a used 1946 Jeep CJ2A which was a farm vehicle and my go to high school vehicle. It lasted until 1952 when I destroyed the clutch in the Jeep by trying to get through a long snowdrift covered driveway. It was replaced with a new 1952 Chevrolet pickup truck.

Also in that time frame I was reading anything I could about new cars, and Chrysler had just announced its first hemi. Our family always drove Chryslers but they were the six cylinder Windsor. My father was ready to buy another car, so with the help of the Tom McCahil revue of the new Hemi, I begged and pleaded and asked him to please buy a New Yorker with the hemi.

We lived in Burlington, Wisconsin, and the nearest Chrysler dealer was in West Allis, a Milwaukee suburb. My father had not committed to anything and indicated that he was buying another Windsor. When we went to the dealer to pick up the car, lo and behold, they rolled out a 1951 New Yorker, cream over gray, with Highlander upholstery. I was thrilled because I was going to be the guy with the fastest car in town on Friday night. As a side note, this was the car that I got to drive at 70 mph with my mother as passenger. It was on the Pennsylvania Turnpike which was a really big deal at that time. Another side note about the car. Being a business owner in a small town, we always got a new car that was the same model, and the same color. That way you didn't look too successful.

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

I think I've had a love affair with every car I've ever owned. Usually there was not a search or a long courtship, the cars just seemed to find me, until it came to the

Mercer raceabout.

I was picking up a car in Texas that I had purchased and was traveling with Don Mates. He wanted to make a stop to look at a model K Ford that he had not seen. It was one of two that he had not been able to actually look at. After we made that stop he said let's stop and visit Dan Williams in Dallas. Dan was just a delightful person, and a gracious host. Don and I bought a large collection of brass lights from him. He had a Mercer raceabout, a car that I had read about in articles and books written by Ken Purdy and Ralph Stein. They gave glowing reports about the Mercer raceabout and when I first read them I said to myself that car can't be that good. Dan took me for a ride and I was hooked. I knew then that I had to have a Mercer raceabout.

Shortly after we got home I wrote a letter to each of the 32 owners of Mercer raceabouts asking if their car might be for sale. The answers I got were interesting, including one where I was berated by the owner and was told that "all of you rich guys think you can buy and have anything you want". Needless to say, that car was not for sale. Everyone that had one seemed to have a love affair with their car.

Eventually, after a reasonably short period of time, I found an owner who would consider selling. I wanted to trade a car for the Mercer and cash, but we could not put a deal together. Time passed, and after returning home from a tour I contacted the owner again, said



“I’m asking too much for my car and you’re asking too much for the Mercer. Why don’t we get reasonable and put the deal together.” His response was he had had a business downturn and was going to have to sell the car, and had no money to put into a deal. He told me to make an offer, which I did. It was not enough to make the deal happen, but we were close. We did arrive at a deal where I was able to come up with cash and a newly restored MGTF. When I came home and told my wife that I wanted to buy this car but was probably going to have to borrow some money to do so, she quietly reminded me that we had agreed that we would never borrow money to buy an antique car. I did manage to find the necessary funds, bought the car, and the love affair continues. The car is everything that Stein and Purdy said it was and even more. If my collection were to be sold today it would be one of the last cars that I would part with.

You have a blank check and can buy any car, what would you get and why?

Having a blank check to buy any car is a game that I never really play.

In all my time with cars I never considered anything that I could not afford. I guess if I have to dream I would lean toward some race cars because in my earlier days I had the dream of being a race car driver. That lasted only until I had an opportunity to drive some of my cars on the track and realized that I just did not have what it would take to be a successful driver. I don’t like to play games where I don’t think I stand a chance of being successful.

I can think of several cars that would be so-called dream cars. One would be the Bugatti Royale. Based on its size and scale, nothing compares to it.

In the race car area the Mercedes 196, the W125, and the Mercedes 300 SLR would be dream cars. The Maserati 250F would be another.

One of the cars that fascinates me is the Howmet Turbine Car that was built by Bob McKee. I think it is one of the prettiest race cars that was ever built. It is unique, different, and when you consider that the three original cars that were built still exist, other people must have felt the same way. I had the privilege of being able to work on my own cars in Bob McKee’s shop and have Bob and his staff work on them also. When Bob built the 4th Howmet car, I watched it go from a pile of tubes on a table to a fully operational and complete race car. It was a wonderful experience.

I’m not sure I answered the question very well, but it is hard to sort through all of the cars that I have seen,



heard of, or experienced, to come up with one above any other that I would think would be my top pick.

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

My favorite cruising song is actually the car that I’m driving. I love to listen to whatever sounds it is making unless it’s the machine gun rattle of a bearing that has failed.

In all the touring that I do I usually drive with the exhaust cut-out open because I love listening to the sounds of the engine. It may not be a good idea, because you don’t hear the expensive sounds when they occur. Even in cars like the Ferrari which has a radio and a tape player, I just don’t listen to the radio when I’m driving them.

There were some wonderful vintage songs related to cars that I found entertaining such as In My Merry Oldsmobile, He Had To Get Out And Get Under. Collecting vintage sheet music for these types of songs was fun, and they can be used as décor with a car collection.

What words, or saying do you live by?

Words or sayings that I live by often depend on the situation that I am faced with. I have several things that I say often. One of them is that we live our life one



day at a time. The older you get the more you realize that that is absolutely true and has been true for your whole lifetime. To take that bit further I also say that you should not pass up opportunities to do things when you can. Putting them off and waiting is not a good idea. You may run out of time and never accomplish what you thought you could.

I also try to do things that I enjoy and do things that I am capable of doing. As we get older, there are things that we leave behind because we either can’t do them or don’t want to do them. For the things that I still enjoy doing that I can’t do, I try to hire somebody to do the physical task. If possible I become a supervisor so that I am still involved in the process.

One of the benefits of being retired is that you can



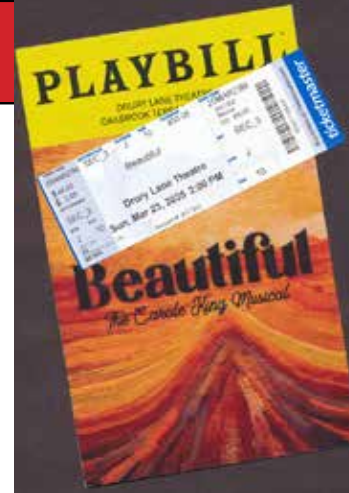
say no.

Being an unhappy person doesn’t allow you to be surrounded by happy people. Be happy with what you have, what you have done, and share anything that you can with others.

Stay close to and enjoy your family without being in their way. Treat your children as equals, not children.

##

Drury Lane



Paula Sanzenbacher



George Hanson



John Hansford, Jim Friedrich, Cindy Hansford,
Mary Lou Soldato Friedrich



Bill & Wilma Morris



Gary Gerstner



Maureen Blevins



Mark & Pauline Obermann



John & Karen Rock



Heather Wilson, Bud Schweppe



Mary Ellen Thielemann, Russ Rodriguez



Joanne & Don Stevens



Paul Safransky, Wayne Jorgensen



Sheila & Bob Joynt



CCCA Annual Meeting

by Allen Strong



Allen and Nancy Strong made the trip to St. Louis in March for the CCCA Annual Meeting.

The Strong's brought along their 1936 Packard Rollston for the concours at Hunter Farms. Due to the rain that day, half the cars were judged at the hotel, while the other half were judged at Hunter Farms, Brauer's 500 acre estate in a St. Louis suburb.

Dennis Heywood, another GIR member, also attended. Below is his 1932 Packard 900.



Nancy Strong and one of the famous Clydesdales. The Anheuser Busch beer wagon.



Above is the interior of the horse barn.



Three photos from the Mark Hyman collection, one of the collections meeting attendees visited. Above are a Packard Twin 6 and a Duryea, and a wide view of part of the collection.

The car at right, also in the Hyman collection is a 1930 Duesenberg supercharged Murphy convertible sedan.

Another collection tour attendees were treated to was that of Steven Brauer. Below photo is a look at his collection of scale model working steam engines.

Below right, Nancy Strong admires a Rolls Royce Merlin powered race car.





An overview of the fabulous Brauer collection, where we dined among some outstanding automobiles.



A 1932 Packard Twin 6 sport phaeton and another fabulous convertible from the Steven Brauer collection.

The Classic Car Club
of America

SCORES AND STANDINGS
OF REGIONAL AWARDS
2024

BIGELOW - OVERALL PERFORMANCE

2024 Bigelow Award
Distinguished Record of Overall
Performance

Region	Place	Score
Metro	1	93.0
Ohio	2	89.0
Indiana	3	73.0
San Diego/Palm Springs	4	71.0
Michigan	5	60.0
Upper Midwest	6	55.0
Colonial	7	54.0
Northern California	8	50.0
Pacific Northwest	9	48.0
Southern California	10	45.0
Wisconsin	11	35.0
Greater Illinois	12	34.0
Delaware Valley	13	32.0
Spirit of St Louis	14	30.0
New England	15	29.0
Chesapeake Bay	16	24.0
Oregon	17	19.0
New South	18	12.0

2024 Membership Award
Membership Stability & Growth

Region	Place	Score
San Diego/Palm Springs	1	123.3
Metro	2	114.0
Ohio	3	108.0
New South	4	107.1
Wisconsin	5	106.0
Greater Illinois	6	105.0
Northern California	7	103.3
Indiana	8	100.1
Upper Midwest	9	98.9
Southern California	10	98.7
Colonial	11	98.4
Pacific Northwest	12	97.5
Michigan	13	95.5
Oregon	14	94.7
Spirit of St Louis	15	93.1
Delaware Valley	16	92.3
Chesapeake Bay	17	91.7
New England	18	84.4

McManus Award
Regions with 100 Members or less

Region	Place	Score
Colorado	1	90.5
Wisconsin	2	81.5
Oregon	3	73.3
Upper Midwest	4	67.0
Spirit of St Louis	5	61.3

2024 Technical Award
Contributions to the Technical Aspects
of Restoration and Maintenance

Region	Place	Score
Pacific Northwest	1	30.0
Wisconsin	1	30.0
Indiana	2	29.0
Michigan	3	23.0
Delaware Valley	4	20.0
Northern California	5	15.0
New England	6	12.0
San Diego/Palm Springs	7	10.0
Metro	8	5.0
Ohio	8	5.0
Oregon	8	5.0
Upper Midwest	9	2.0
Spirit of St Louis	10	1.0

2024 Steiner Grand Classic Award
Percent of Participation by Classic Owning Members

Region	Place	Score
Colonial	1	14.0
Indiana	2	11.3
Delaware Valley	3	8.6
Chesapeake Bay	4	5.5
Michigan	5	3.1
Metro	6	2.5
Greater Illinois	7	1.4
Ohio	8	1.0
New England	9	0.8

2024 Activities & Performance Award
Activities & Performance

Region	Place	Score
Michigan	1	75.0
Ohio	2	68.0
Spirit of St Louis	3	63.0
Oregon	4	62.0
Greater Illinois	5	51.0
Colonial	6	48.0
Metro	6	48.0
Pacific Northwest	7	47.0
Upper Midwest	8	46.0
Northern California	9	42.0
San Diego/Palm Springs	10	40.0
Indiana	11	38.0
Wisconsin	11	38.0
Southern California	12	31.0
New England	13	26.0
Chesapeake Bay	14	24.0
New South	15	12.0
Delaware Valley	16	8.0

2024 Chuck Conrad Website Award

Region	Place	Score
New England	1	90.33
Ohio	2	88.00
Spirit of St Louis	3	87.00
Southern California	4	85.66
Wisconsin	5	77.66
Greater Illinois	6	74.00
Michigan	7	72.66
Arizona	7	72.66
Metro	8	66.66
Florida	9	65.33
Delaware Valley	10	64.66
San Diego/Palm Springs	11	64.33
Indiana	11	64.33
Texas	12	63.66
Upper Midwest	13	54.66
Oregon	14	51.66
Pacific Northwest	15	47.66
Northern California	16	33.00

2024 PUBLICATION AWARDS

Turnquist Award
Regions with over 100 Members

Region	Place	Score
Senior		
Pacific Northwest	1	97.3
Michigan-Canada	2	92.5
Primary		
Florida	1	88.5
Southern California	2	85.3
Indiana	3	84.0
San Diego/Palm Springs	4	83.3
Greater Illinois	5	81.3
Northern California	5	81.3
Metro	6	68.3
New England	7	67.0
Ohio	8	62.8
Texas	9	49.8

2024 Dietrich Annual Meeting Award
Percentage of Members
Attending & Showing Classics

Region	Place	Score
Southern California	1	250.0
San Diego/Palm Springs	2	136.0
Northern California	3	106.0
Upper Midwest	4	92.0
Michigan	5	56.0
Metro	6	47.0
Pacific Northwest	7	44.0
Greater Illinois	8	40.0
Ohio	9	32.0
Spirit of St Louis	10	31.0
Indiana	11	29.0
New England	11	29.0
Wisconsin	11	29.0
New South	12	5.0

2024 Tarnopol
CARavan Award
Percentage of Participation by
Classic Owning Members

Region	Place	Score
Metro	1	10.0
Indiana	2	6.3
Upper Midwest	3	6.2
Chesapeake Bay	4	5.5
San Diego/Palm Springs	5	5.0
Ohio	6	4.6
Pacific Northwest	7	4.3
New England	8	3.2
Southern California	9	2.9
Spirit of St Louis	10	2.7
Michigan	11	0.7

2024 Judges & Tabulators Award

Region	Place	Score
Ohio	1	11.3
Colonial	2	10.2
Metro	3	6.9
Northern California	4	6.5
Upper Midwest	5	5
Southern California	6	4.8
San Diego/Palm Springs	7	4.6
New England	8	4.5
Indiana	9	3.8
Delaware Valley	10	3.4
Chesapeake Bay	11	2.6
Michigan	12	1.8

I have been going to the Chicago Auto Show for many years. It wasn't until the 2011 show that I had official media credentials. Much has changed since then. In 2011 Nissan put together a dinner for the media at a place called Sunda in the West Loop. I couldn't believe my luck when I found myself at the table with John Davis from Motorweek, the publisher of Collectible Automobile, a radio personality from Detroit and across from me was an official influencer from Colorado brought in by the Chicago Auto Show. There were two fellows from Cars.com to my immediate left. During the dinner conversation I had the gall to ask what a Corvette would cost if it were separate from Chevrolet. The fellows from Cars.com weren't happy with the direction the conversation was going and I still don't know why. But I digress, let's go to 2025.

I went to the show on Friday the 7th of February. This was the second and last media day. I always preferred Friday because most of the big time media types were already gone and because of the charity event later that evening all media had to be out by 2:30 PM. It was always a more relaxed atmosphere.

This might be a bit ironic for some but I take public transportation to the auto show. I am lucky enough to be walking distance to a Metra station. When I get to Union Station I grab the 28 bus to Michigan Avenue. From there I take the #3 bus that drops me off in front of McCormick Place. Back in my younger days I was able catch a 7AM Metra express and be walking into McCormick Place by 8AM. I sometimes feel that magic has happened, starting off on Downers Grove Main Street and a short time later finding myself standing on the corner of Michigan Avenue and Jackson staring at sky scrapers. Riding the CTA to the show one realizes what a wonderful international city Chicago is. But again, I digress.

It's possible I'm putting off writing about the 2025 Auto Show because it has shrunk quite a bit just in the last few years. The show in the past used both the



North Hall and the South Hall. Now only the South Hall is used and it does look like it could use a few more exhibits. It has always been a consumer show where people can see the vehicles, sit in the vehicles and think about the vehicles without being hounded by a sales person. However, if you go to the 2025 show to see Mercedes, BMW or Audi you will be disappointed, because these automakers aren't showing this year. I'm not sure if this is a complete list.

I am looking into replacing my car with something new so I did go to the show with a bit of a mission. This aspect of the show hasn't changed. I did get to learn something about my next vehicle at the show without talking to a sales person. I'll save that for the local dealership.

There were two concept vehicles that caught my eye. The first was the Chrysler Halcyon. This is from the CAS 2025 website. Chrysler Halcyon concept: The 2025 Chrysler Halcyon Concept is a electric luxury sedan that showcases Chrysler's vision for the future of mobility. It features a sleek, aerodynamic design with a coupe-like body style and four doors, including coach doors at the rear. The Halcyon Concept was introduced at the 2025 Consumer Electronics Show (CES) in Las Vegas, highlighting Chrysler's commitment to innovative design and advanced technology.

The Halcyon Concept is powered by an 800-volt lithium-sulfur battery that supports fast charging and inductive charging capabilities. It offers customizable EV drive modes and selectable levels of Advanced Driver Assistance Systems (ADAS) to enhance driver ability and intuition. The interior features a minimalist design with premium materials, a nearly 360 view, and



a fully customizable digital dashboard. The Halcyon Concept also includes Level 3 self-driving capabilities, providing hands-free driving in specific conditions.

Safety features include adaptive cruise control, traffic sign recognition, and driver attention alert. Optional equipment may include Harman Kardon Premium Audio, wireless charging pad, and heated and ventilated front seats. The Halcyon Concept represents Chrysler's bold leap into the future of sustainable and luxurious mobility.

The second concept that caught my eye was the PV5 WKNDR Concept EV Van. This is from the CAS 2025 website. *PV5 WKNDR CONCEPT EV VAN: Based on Kia's recently debuted line of EV PBVs, or Purpose Beyond Vehicles, designed for small business and delivery functionality. It is a highly capable van allowing expression of your lifestyle wherever it may take you. Lifted and equipped with off road tires, it is an ideal escape pod for extended weekends in nature. The PV5 WKNDR EV VAN features a highly flexible and adaptable modular interior that can be easily and efficiently customized to maximize space and function – akin to a Swiss Army Knife on wheels. The van's "Gear Head" feature is the first-of-its-kind storage solution that provides an off-board, sheltered storage space for gear when the vehicle is stationary, allowing for maximum utilization of interior space while still offering easy access to gear outside. The PV5 WKNDR EV VAN's "Gear Head" can also be transformed into a mobile pantry for cooking aficionados that want to "Cook with a View". Truly self-sufficient, the PV5 WKNDR EV VAN features solar panels and unique hydro turbine wheels that can recharge the batteries for many uses. As an example, Kia installed an onboard compressor to handle needs for inflation, from adjusting tire pressure when out on the trail to*



inflating space efficient mattresses when setting up camp for the night.

In addition to the custom EV9 ADVNTR EV SUV and PV5 WKNDR EV VAN, Kia collected an assortment of active lifestyle products for display and integration into the concept of "Beyond Organization" designed to support an organized and efficient lifestyle. This concept also provides a "plug and play" solution for managing gear and improving campground set-up times significantly, as organizing gear before and after a trip is a common pain point that Kia wants to address – and in turn – give time for enjoyment back to their customers.



My back pain told me that this will probably be my last media visit to the Chicago Auto Show. I've had all of my rides in Jeeps, Mercedes G Wagons and Ford Broncos. I've had all of my short Charger, tire screeching sprints. I can't imagine what the lines are like on these kinds of rides. With a media pass sometimes there are no lines at all. Yes, I am a bit jaded and a bit spoiled but I am always thankful for the ride.



1929 Cadillac Sport Roadster
Model "341B"
90 Horsepower, V8
140 Inch Wheelbase, Weight 4,678 Lbs
Cost New \$3,350

Owner: Pete Hansford

Missed opportunities and second chances...

Pete Hansford first saw this car listed for sale about three years ago. He talked to the owner, who wanted the money up front, before he could even view the car. Having a more cautious nature, Pete passed. He just couldn't justify spending that amount of money on something he couldn't actually verify.

In late 2024 the car was up for sale again. He contacted the 'new' owner to find that he wanted just about double what he had paid for the car three years prior. The negotiations began. They reached a reasonable agreement and the car was his. Finally.

Viewing this car, it is hard to believe that the restoration on this car began in 1959 and was completed in 1964 - some 61 years ago. Everything is in excellent condition, from the



matching green leather interior to the shiny two tone paint job to the chrome finishes. A tribute to the excellent care this automobile was given over the years.

(continued on page 18)



Attached to the steering column is a radio. The antenna runs under the running board.



The plush green leather interior matches the paint exactly. Even the carpet shows hardly any wear.

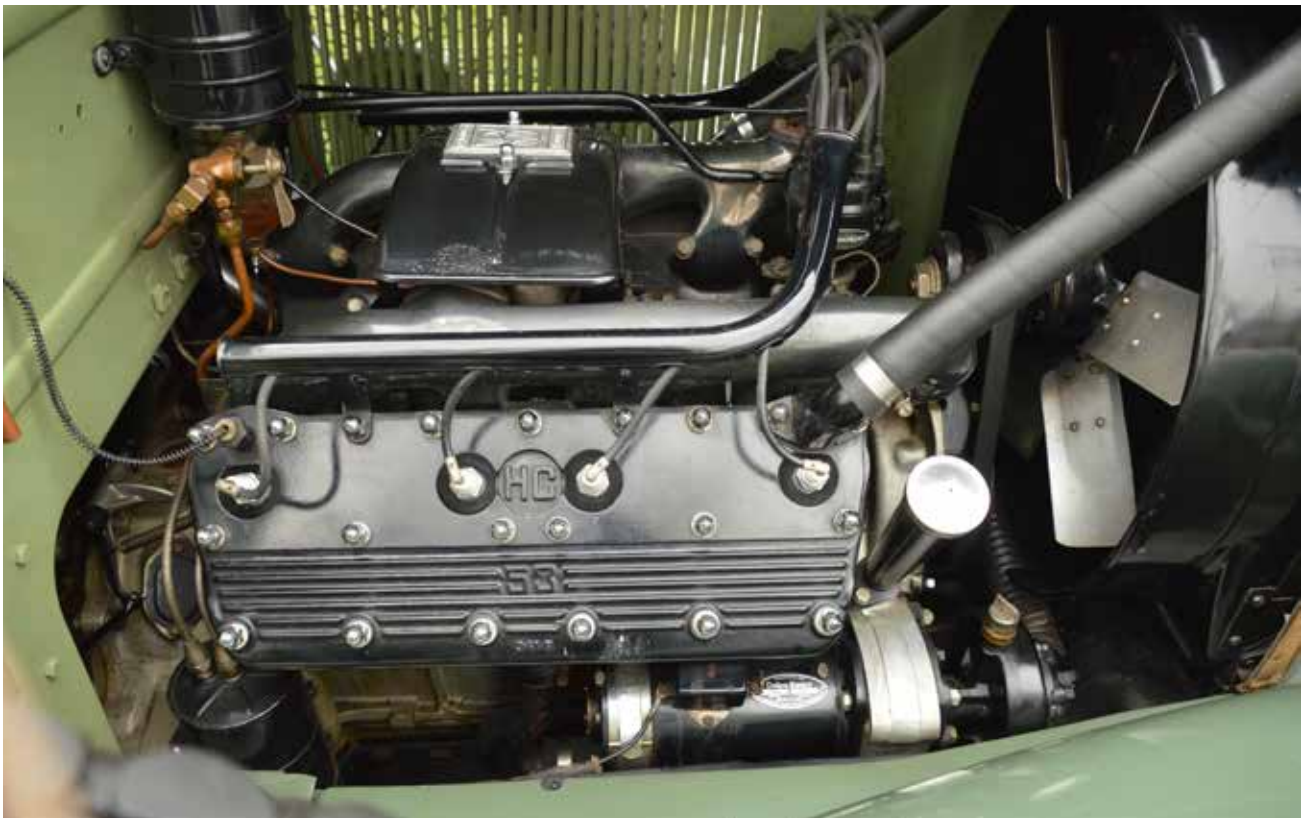


In 1959 Noel C. Friday purchased the car from Albro Case of East Windsor Connecticut. Unrestored, incomplete, and having the engine of a later Cadillac, Mr. Friday began restoration by purchasing a "parts car" from Massachusetts. Dozens of brass castings were made and new parts made of those that were no longer available. New wood was fitted throughout the body and a collector in New Orleans loaned patterns for the top from his identical vehicle. The restoration was completed in 1964 by Mr. Friday, who has driven the car on a number of national caravans throughout the U.S.

A member of the Classic Car Club in St Paul purchased the car from the son of the man who did the restoration, and it was he in turn who sold it to Pete Hansford.

This car has an air compressor and hose to use for tire inflation while on the road. It also has a cigar lighter with an interchangeable light bulb on a long cord. The cord is long enough to extend to each wheel area to provide illumination for changing tires at night.

Of the 200 cars of this model that were produced, less than a dozen remain.





A peek through the spokes on the sidemounted tire reveals the 'Fisher Body Custom Built' insignia on the body.



Pete does have a few additions planned, such as pilot ray lights, and wind wings, which he assures us will be in place before the Geneva Concours in August and possibly for the Oakbrook Fathers Day Show. A bonus that was included with the car when he purchased it is a detachable 'windshield' for the rumble seat.



THE enthusiasm of Cadillac owners is partly due to the exhilaration they experience in the car's indescribably smooth, effortless performance. But they prize just as highly their freedom from annoying troubles that, with Cadillac, never arise to mar one's

enjoyment. Cadillac's advantage, of course, lies in the simplicity of its 90-degree, V-type, 8-cylinder engine and its unfailing reliability. There is no Eight just like the Cadillac Eight, no results like Cadillac results and no satisfaction to equal that which Cadillac offers.

More than 50 exclusive body styles by Fisher and Fisher-Fleetwood

CADILLAC

A NOTABLE PRODUCT OF GENERAL MOTORS

The LeMay Museum, Tacoma, WA



In September of 2024 I had the pleasure of visiting one of the premier auto museums in the country. Since I was going to be in the Seattle area, I made it a point to schedule a visit to The LeMay - America's Car Museum. It did not disappoint.

The parking lot was all but empty when my friends and I pulled in, which surprised me. It was a weekday however, so I'm sure that lot is pretty well filled on weekends. It was rather nice not to have to contend with crowds inside, angling for views.

The set up of the museum is quite different, but is well planned and flows in such a way that it would be hard to miss any of the cars on display. One begins the tour by walking down a ramp lined with cars. Each ramp leads down to another level floor, filled with cars. Following the arrows will get you to the lowest level and then one follows the arrows to come back up to the main floor. What a great concept. It's one sloping ramp, a floor full of cars and another ramp. All very wheelchair friendly. There is an elevator, should you need it.

Harold LeMay owned a successful refuse company, within the Tacoma metro area and amassed the world's largest private car collection. After his death, the city of Tacoma donated 10 acres of land next to the Tacoma Dome for the museum that would contain some of his car collection. The majority of the collection remains at the LeMay Family Collection at Marymount in nearby Spanaway. The museum has 165,000 square feet of exhibit space and contains a 350-car gallery showing

cars notable for their speed, technology and design, as well as their importance to car culture.

We took our time browsing the cars and exhibits, in no hurry to get on the road, spending several hours perusing the exhibits, and of course the gift shop!

My two friends were up for the museum, but not really into antique cars. After the visit, I think I had two converts!



'This Car Matters' A number of cars displayed this sign, indicating a significant piece of automotive history and culture. This is a 1917 Crane Simplex, Model 5 formerly owned by John D. Rockefeller Sr.

One of America's earliest luxury automakers, Simplex cars were among the largest, most powerful and most expensive of the early 20th century, boasting 100 horsepower and a top-speed of nearly 90 mph. Exceedingly rare — only 121 were produced — few survive.



Above is the view as you walk through the door. Cars are exhibited on the main floor, and as you make your way to the back, a turn to the right, and you're on your way. But before you head down, here is a nice view of Tacoma from the deck outside those windows that you might want to take in first.



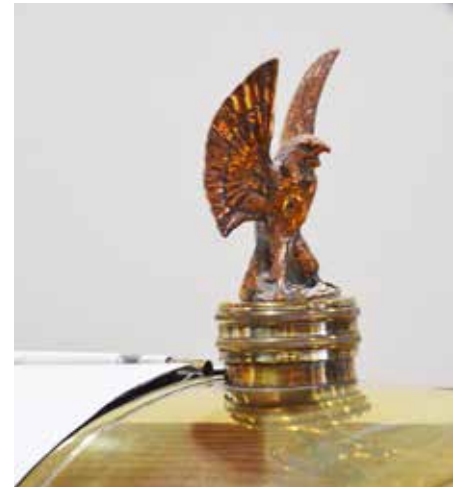
'This Car Matters' 1926 Rolls Royce Silver Ghost

Henry Royce designed the Silver Ghost to replace his rough-running six-cylinder "thirty" with something more reliable, smoother and quieter. He succeeded so completely that the car, introduced at the Olympia Show and later named the Silver Ghost, became the longest running single model next to the Model T Ford.

From 1921 to 1933 Rolls Royce built cars in Springfield, MA



In the picture above you can see the gradual incline of the floor as you walk past the cars. At the bottom, turn the corner to enter a hall filled with cars, at the end of which is another ramp. A walk through the museum takes you through eras, styles, and marques. At the bottom floor, or at any floor in between, a turn to the left brings you to ramps you walk up to get back to where you started.



1920 Buick Abadal

This right hand drive 5-passenger Landaulet features an open chauffeur compartment, folding rear roof over passenger compartment, split V-windshield, brass and burl wood trim throughout with silver vanity cases holding silver cigarette cases installed in the passenger compartment.



1923 Lincoln 124A Touring Car

Since 1923, this car has been owned by one family and has never been licensed. It was the first car to drive across the Tacoma Narrows Bridge in 1940 and again on the new bridge in 2007. On loan from Titus-Will Enterprises



1913 Daimler Type 20 Touring

Acknowledged as the first auto company in the UK, incorporated in 1896. All Daimler cars of the era used sleeve-valve engines. Unlike other luxury cars of the era, coach bodies for Daimler were built in-house.



1934 Auburn Cabriolet

The Auburn Motor Car Company's one-year-only design for 1939 was lower and more aerodynamic with an elegantly curved radiator grille and swooping horizontal hood louvers. Engineering advancements included four-wheel Bendix hydraulic brakes and Columbia dual-ratio rear axle. This rare model 850Y Rumble Seat Cabriolet is one of only four known to exist.



1930 Duesenberg Model J

265 hp DOHC engine enabled nearly 120 mph



1906 Cadillac Model M, Tulip Tourer, 5-Passenger
1 cylinder, 98.2 cu in, 10 hp, 2 speed planetary



1916 Pierce Arrow

Pierce Arrow was considered the American equivalent of Rolls Royce, making it one of the finest cars available in 1916. This 38-C is an especially important piece of automotive history since Nickel period cars are often overlooked in favor of the earlier Brass period cars and the later Chrome period cars. Many Nickel period cars have been lost.



In addition to the hundreds and hundreds of cars in the museum there are some great displays on energy, gasoline, fossil fuels, and related industries that aim to educate as well as entertain

The gift shop is filled with books, souvenirs, shirts, and all sorts of auto-related goodies. It was almost as much fun browsing through there as it was meandering through the museum.

"Baby you can drive my car..."

—The Beatles



2005 Solar Car 'Momentum'

Providing the juice for this solar powered vehicle is an array of 3,000 gallium-arsenide solar cells, which feeds a lithium-ion battery pack. An 8 hp in-hub NGM motor turns the electrons into motion. 16.5 ft in length, 6 ft wide, height of 2.75 ft. Weight 400 lbs. For display purposes some components were removed for weight savings and for reuse on future generations of vehicles.



Back outside, some of the pavers are etched with names. I found one with the names of our friends Burt Richmond and Diane Fitzgerald who were on the Board of Directors at LeMay for a time. Diane was also National Director of the Hagerty Education Program at the museum.

1948 Indian Chief

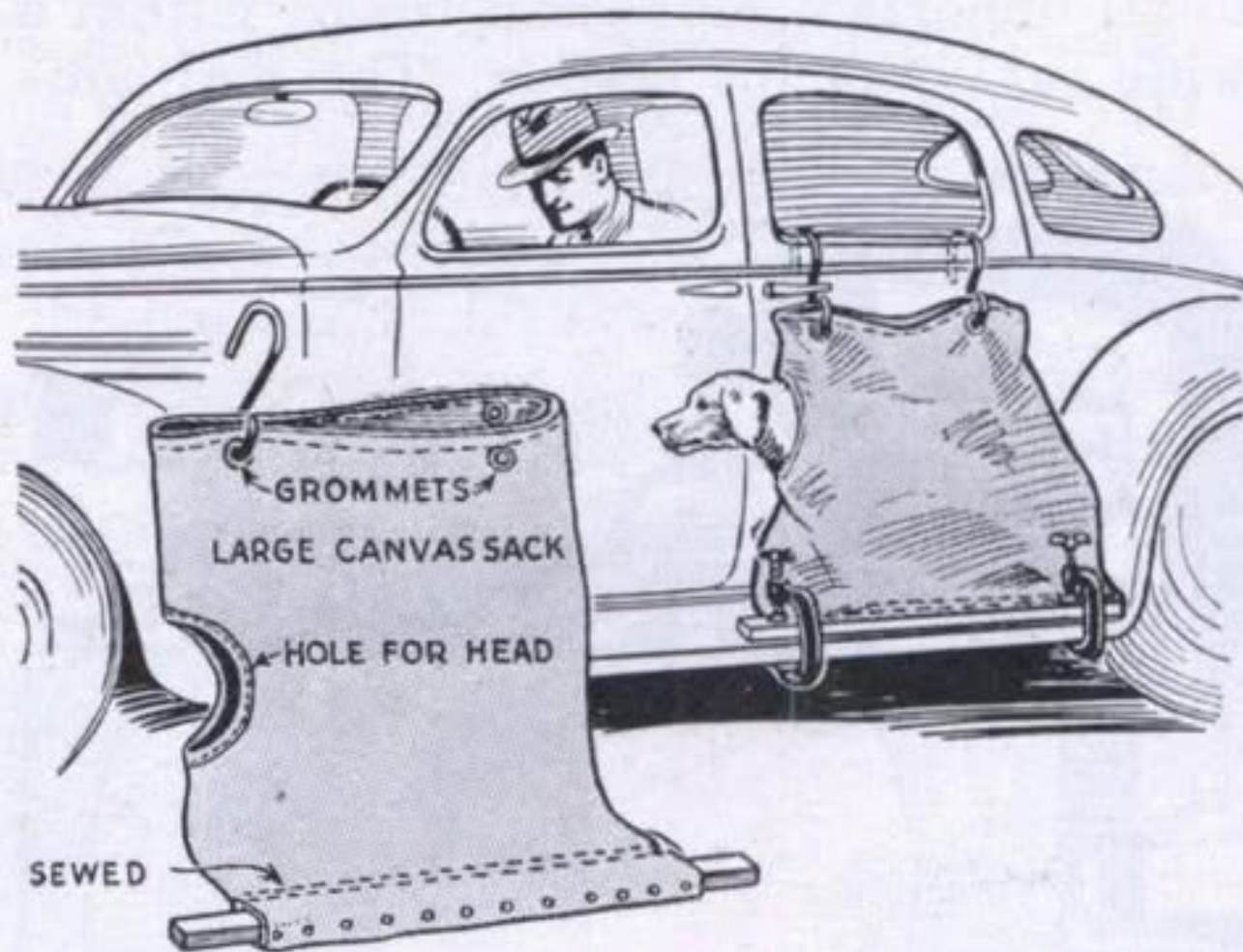
One of only 3000 bikes built for this year, this bike underwent a complete restoration in the mid 1990s. The process included total disassembly, rebuilding the engine, transmission, suspension and chassis. Donated by Rick Small. All body parts were stripped to bare metal and repainted in original colors.

This motorcycle was donated along with leather saddle bags, original title, rider's instruction book, and owner's manual.



MEZZANINE
Classics by Pacific Grill
PLAZA LEVEL
Main Entrance
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BRITISH INVASION
RAMP
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Admin Offices
Lucky's Garage
State Farm Theatre
MASTER COLLECTORS
RAMP
NASCAR
RAMP
LEVEL TWO
Banquet/Board Room
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POWERING THE FUTURE
RAMP
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Dog Rides Comfortably in Sack on Running Board



Your dog will ride safely in this sack, which is quickly attached or removed

News and Notes

CELEBRATING MILESTONE ANNIVERSARIES IN 2025

OIL BELT REGION - 65 YEARS
RIO GRANDE REGION -45 YEARS
SPIRIT OF ST LOUIS -40 YEARS
OREGON REGION -35 YEARS
COLONIAL REGION -20 YEARS

The 21st annual Cars on 5th Concours was held on the 7th of March, 2025 on beautiful 5th Avenue South in Naples, Florida. The largest annual one-day event in Naples, the Cars on 5th Concours was organized by the Naples Chapter of the Ferrari Club of America and featured More than 400 luxury vehicles—Ferraris, Lamborghinis, Maseratis, Porsches, Corvettes—all on display on 5th Avenue South.

Jay Leno performed a comedy routine at the Hertz Arena, a sold out event with the proceeds going to Charity. Jay was also available at the car show for meet and greets, which was running \$1,000 a ticket with all going to Charity.

Unfortunately and somewhat disappointingly, there were no pre-war cars in attendance. Even so, all in all, a great time was had by John and Cindy Hansford and Pete Hansford.

~ John Hansford



AUTO-PICNIC

Johnson Mound Forest Preserve, Elburn, IL
41W600 Hughes Rd
12 Noon - Wednesdays; June 11, July 9, August 6



During the pandemic, some of my car crazied friends got together for lunch at Johnson's Mound Forest Preserve in Elburn, IL. Everyone brought their own lunch for an "Auto (matic) Picnic". This summer we are doing it again. Everyone is welcome.

~ Wayne Jorgensen

Bring your lunch and a beverage and join us for a relaxing picnic with a side of conversation and tire kicking. Drive antique, collector, or modern. Held at Picnic Shelter #3, at the summit of Johnson's Mound. (the Pike's Peak of Kane County)

Hosts: Wayne Jorgensen & Paul Safransky 630-224-2285.
No reservation needed.



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

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

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

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

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



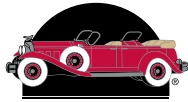
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Scan the QR code for photos and additional information





CLASSIC CAR CLUB OF AMERICA

Approved CCCA Classics as of 01/2022

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

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

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

A.C.	Cord - all	HCS	Locomobile	Rochester-Duesenberg
Adler	Corinthian	Heine-Velox	Lozier	Rohr
Alfa Romeo - all	Cunningham	Hispano-Suiza	Marmon	Rolls-Royce
Alvis	Dagmar	Horch - all	Maserati (considered)	Ruxton -all
Amllcar (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	ReVeré	Willys-Knight
Chrysler	HAL	Lincoln	Richelieu	Winton
Cole	Haynes	Lincoln Continental	Roamer	

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

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

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

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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