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DASHBOARD

Summer 2015



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Classic Car Club of America**

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Upcoming Events

August 5- 9 Lincoln Motor Car Museum - National Lincoln Mid America Meet held by Lincoln Clubs; LOC, LZOC, RRLR and hosted by LCOC. Meet registration is open to all Lincoln Club members. Any Lincoln owner is invited to register and attend this grand event at The Gilmore Car Museum, at the new Lincoln Motor Car Museum, 6865 W Hickory Rd, Hickory Corners, MI
To Register: call Bonnie Furtado at 978-433-5886 or Bob Johnson at 651-257-1715

August 15 - Antique Ford Day - Champaign, IL
An invitation to display your Ford Model A or Model T. No modifieds. Antique Fords; original, restored, rusty or shiny please bring it for others to see.

August 16 - Pebble Beach Concours d'elegance

August 23 - Geneva Concours - Featured will be cars orphaned when their manufacturers went out of business, Jaguars, Police Cars and Race Cars built in 1955 or earlier. For info call 630-54-3107

August 30 - Sept 7 - ACD Festival - Auburn, IN
Classics, antiques, museums, auctions, tours and much more. Full schedule at: acdfestival.org
Duesy Drag Race - Sept 6 - Duesenberg Thunder Run at Goshen municipal airport

GIR Fall Tour - October - details TBA

November 8 - Annual Dinner - Arlington Park
Details TBA

National Dues are \$70. For an Associate membership add \$10. Dues are payable to CCCA, 5100 River Road Suite 175 Schiller Park, IL 60176.

Regional dues are \$30 single, associate \$5 (spouse or significant other).
One must be a national member to be a local member

LETTER from the DIRECTOR

Many thanks to the Persky family and in particular to Abby Persky, Seymour's daughter. Seymour had a rich collection of cars as well as many architectural artifacts which the club has had the privilege to tour on many occasions, with Seymour narrating. I was able to contact Abby and we discussed how appreciative the Classic Car Club was of Seymour's many contributions over the years. As a matter of fact I cannot remember one time when Seymour failed to deliver a car when ever we asked. I told her I wanted to publicly thank him for his generosity by

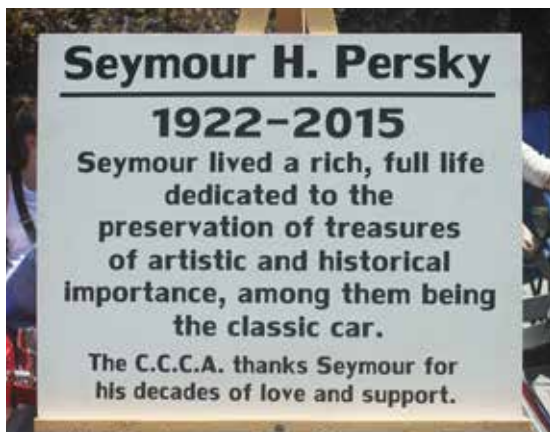


displaying a special sign dedicated to him at a final

Oakbrook show. She couldn't have been more supportive. Although she knew it would be a bittersweet occasion she promised to be there herself and told me that because these Chryslers were so important to her father she would hold onto them and promised to make them available to the club for years to come. How special is that ?

Roger Stock, Persky's mechanic, and his wife Susan generously donated the sign.

- Russ Rodriguez



Live Racing & Entertainment



May 1 - September 26



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The Importance and Need of a Certified Appraisal

Contributed by Dennis Parus

Many car enthusiasts are confused about the necessity and value of a certified appraisal. Most owners have an idea of what their vehicle might be worth, but do not think they are going to sell it or get into a fender bender (or worse), so they are not concerned about its fair market value. But then tragedy strikes. An accident, theft, vandalism, fire, death, divorce - you name it - it can and will happen at some point in a vehicle's life span.

A Certified Appraisal can be needed for a variety of reasons. By having a certified appraisal, you and your insurance company should be on the same page if a problem or loss would occur. Auctions, in my opinion are sometimes not reliable indicators, as TV cameras, egos and liquid refreshments can get in the way of ascertaining a vehicle's true worth. The same is probably true with vehicles sold on the internet as bidders sometimes drive up prices in an "ego" war. Price guides are just that - guides. They are not set in stone.

Many times, vehicles will not fit into a numbered category easily. Originality, "numbers matching", quality of workmanship (if restored), and certain options, especially in the drivetrain, increase their value. This is true to a large extent with custom or modified vehicles. I like to call them "personalized" vehicles. These "resto-mods" fall into their own separate category where uniqueness, workmanship and quality of components used help determine a value.

Following are some common reasons for getting a Certified Appraisal.

Insurance documentation: Frequently vehicle owners insure the vehicle for what they paid for it or what was done to it. They assume that this is "good enough". Most often this is not the true worth. Many times insurance companies will insure your collector car for a certain value if they feel it is reasonable. But, most often than not, the vehicle is badly under insured. A total loss results in a financial loss that cannot replace the vehicle.

Loan Qualifications: Certified appraisals are necessary for loan approval and procurement. Banks, Savings and Loans, and Credit unions almost always require an appraisal before approving a loan. Most are very

hesitant to loan twenty, thirty, forty thousand dollars or more for an "old" car or truck. It is not even listed in the blue book so they are concerned or confused.

Pre-Purchase Appraisals: Often potential buyers cannot physically view or drive their dream car. Clients may be in one state, say California or Montana, looking at a vehicle in another state - Florida for instance. That is where a pre-purchase appraisal is needed. Appraisers are the eyes and ears of the potential buyer. We personally have done this for buyers as far away as Australia, England and Canada.

Diminished Value/Total Loss Claims: These losses occur not only on collector vehicles, but on everyday vehicles. Many car insurance policies have a provision that allow the vehicle owners to invoke the "right of appraisal" if they are not satisfied with the monetary settlement. This provision allows for vehicle owners to get a certified appraisal and turn it in to their insurance company. There is a negotiation process that happens between your appraiser, who is representing your best interests and the insurance company's appraiser. The end result is usually hundreds and even thousands of dollars more to the vehicle owner. This also pertains to a damaged vehicle which now has diminished value and is now worth less at trade-in time.



Bonded titles: Appraisers can assist in helping a client obtain a bonded title on a vehicle. They do the appraisal portion so the owner can go to the State for processing. Certified appraisals are necessary in order to get a title so an owner can register the vehicle. This gives the owner the ability to have the vehicle titled, registered and purchase license plates.

Continued on Page 25

Behind the Scenes at Knauz Auto Park



Mr. Bill Knauz rests on the bumper of his Willys MB U.S. Army Jeep as he talks about his collection. Produced from 1941 - 1945, Willys won the contract over other bidders mostly due to its more powerful engine (the "Go Devil"), which soldiers raved about, and its lower cost. The design features of the Bantam and Ford entries which were an improvement over Willys', were then incorporated into the Willys car. By October 1941, it became apparent Willys-Overland could not keep up with the production demand and Ford was then contracted to produce them as well.

As an army mechanic during the Korean War, Knauz 'turned wrenches' on a few of them. He decided to add one to his collection to remind him of his time spent with Uncle Sam.



← The 1951 Mercedes-Benz 220 Cabriolet was fully restored at a cost of approximately \$75,000. Every time the previous owner took it out someone would leave a note on the windshield saying if he ever wanted to sell it, 'give me a call'. When he finally did decide to sell it he offered it to Bill Knauz. It was shipped to Lake Forest from Palm Springs.



1953 Mercedes-Benz 220 Sedan Only 30,000 of this model were produced. The red emblem on the front indicates the car was from the Mercedes-Benz club in England. A local attorney went to the club after the war to get a charter to start the Mercedes-Benz Club of America.



↑ The title on the 57 Land Rover says it was once owned by her Majesty the Queen, and is nicknamed 'Queenie'. The Farmall Tractor was used to pull a float in a local parade. Knauz later had it fully restored.

The Knauz Classic Car Center houses around 30 vehicles, all with a history. This euro-centric collection mirrors the cars sold by the dealership over the years. Although weighted with Mercedes models there are several Alfa Romeo's, a Ferrari Dino, and a BMW that "was the model that saved the company from bankruptcy." He also owns one of every model Mercedes Roadster made from the 50's and 60's.

He says the cars in the Classic Car Center do not get driven, but adds "They really should be."



When asked if he had a favorite car in the collection Knauz immediately replied “The gullwing” but admitted it was a hard one for the ladies to get in and out of. He went on to say that these days he prefers station wagons. “I’ve driven them for so long.”

Although mostly ‘retired’ Bill Knauz still shows up at the office most days, but now has more time for his other hobby - flying..

Bill’s father Karl, after years of being a chauffeur, invested his life savings in a business of his own - he opened a gas station in 1934. The business expanded over the years and today consists of four dealerships on twenty-nine acres and is one of the most highly recognized dealerships in the country.

The first Mercedes-Benz they ever sold, a 1959 Mercedes-Benz 220S, was eventually traded back to the Knauz dealership in 1980 and is now on display in the Classic Car Center.



This beautiful mural of the Chicago skyline dominates one corner of the Knauz Classic Car Center. It is used as a backdrop for photographing car ads and commercials.

Our event chairpersons, Charles and Joan Falk with our gracious and most interesting host, Bill Knauz.



Behind the Scenes

continued... the Pyramid House



Chairs that once graced the office of Sam Goldwyn at MGM



A 55 ft tall statue of Ramses was built for the Onans by the same factory that builds many of the statues for Disney.

When Jim and Linda Onan built the house as a private residence for themselves and their four children, it was never intended to be a tourist attraction. Long interested in pyramids and whatever power they might emit, Onan progressed over the years from building small pyramids that sat atop the dining room table to a 13 footer in his backyard to building a pyramid shaped house.

A scaled down replica 1/9th the size of the Great Pyramid of Giza, the Onan pyramid is six stories tall and is surrounded by a moat – something you definitely won't see in the sands of Egypt. When digging the foundation, they hit a spring that won't stop flowing. Hence the moat. Some people (not the Onans) claim the water has special healing powers due to it coming from beneath a pyramid. It is pure and it is drinkable and bottling some of it is definitely in the plans. So is beer. Technically a barley wine, their beer is made from a recipe gleaned from analysis of the contents of a 4,000 year old bottle found in Egypt.

In the meeting room the walls have been professionally painted to resemble those found in Egyptian tombs. A slide show takes visitors through the origins of the house and it's metamorphosis over the years. At one time the outside was completely gold plated, earning it a place in the Guinness Book of Records as the largest 24-karat gold-plated object in North America.

Following that, guests are led into an adjoining room filled with Egyptian artifacts, replicas and memorabilia. The family has made numerous trips to Egypt, at times as guests of the Egyptian government.

It's all just a bit surreal. The interior is 17,000 square feet. Naturally, each floor as you go up gets narrower. The Onans picked out the furnishings themselves and it is spectacularly decorated in an elegant mix of comfort and opulence.

Also on the property is a replica of King Tut's 'tomb' complete with sarcophagus, and a gift shop filled with Egyptian souvenirs, large and small, including costumes and accessories.



The Onan's youngest son, Rocko, gives a delightful presentation on Egyptology, Pyramid Power and what it was like growing up in a pyramid.



Linda Onan graciously conducts guests through the main living area of the home.



Sloping walls inside the home

The day came to a close with dinner at the Savanna House Restaurant in Wadsworth, IL



Behind the Scenes Participants: Walter Ruppert, Chuck & Penney Derer, Al Sikora, Mike O'Toole, Mark Smith, Dave Nevers, Russ Rodriguez, Maureen Blevins, Bud & Marleah Schweppe, Tom Roche, Reuben & Emily Taylor, Stewart & Marge Kleinschmidt, Tom & Ann Kleinschmidt, Jim & Linda Kleinschmidt, Carl Turano, Paul & Jean TerHorst, Kathy & Roger Eckhart, Jim, Bill, & Janet Friedrich, Kevin Pratscher, Mark Szczodrowski, Bob Mills, Diane Montero, Chuck Kelley, Butch & Mary Lee Rosland, Wayne Jorgensen, Paul Safransky, John McNabola, Jessica McNabola, Patrick Martin, Jerry Crowe, Kathy Peters, Joe Bortz, Debbie Powless and Charles & Joan Falk, event chairpersons

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Spring Tour - the Beller Museum

Jordon Beller still has his first car. Undoubtedly something many of us wish we could say. He acquired the car, a 1932 Ford Roadster, in 1954 and promptly turned it into a hot rod - "the fashionable thing to do in High School back then" he says. Although it currently has no engine, it remains part of his collection.

A retired optometrist, Beller also worked for Cadillac for several years and once owned a gas station. Model A's are his passion. His goal as a collector is to have 50 drivable cars. He has 33. He says once he gets a car running he likes to drive it at least once. "Then I can park it for 25 years until I get to it."

His current location in Romeoville is his third and final one he insists. Over the years he has had to acquire ever bigger spaces for the cars and the multitude of parts that don't fit anything he is presently working on. A second building, adjacent to the museum, is where Beller stores those parts. Some will possibly be used for future projects while others may end up with other Model A collectors. "I rarely sell, sometimes trade, and never scrap". Neither does he restore, preferring to leave most things in the condition in which he finds them.

A noted authority on Ford advertising, particularly as it pertains to the Model A, Beller is one of the three biggest advertising collectors in the country and one of three contributors to a comprehensive work on the subject, authored by Jim Thomas.

Karen Godun, a Beller employee, helps maintain and catalogue the collection, which contains not only newspaper ads but magazine ads and some foreign advertising as well.

When asked to give presentations on the subject, as he often does, he has been accused of being "enthusiastic", something to which he happily admits. "If you ask me to talk, I'll talk" he warns.



Terry McGinnis has worked as a mechanic for Beller for nearly four years but has known him for 40. Coming to work every day he says, is more like play than a job.

An overhead view of a section of the Beller Museum, showing his partiality to trucks.





When asked if she shares her husband's interest in Model A's Corrine Beller gives an unhesitating and resounding "No". Jordan agrees she is not a collector. She prefers her Rolls Royce to a Model A.

⬆️ *Although his objective is to 'own' rather than 'show' his Model A's, Jordan Beller occasionally does take one out. Most recently he trailered the above truck to a meet in Canada. A 1929 Model A open cab with a stake body, it was assembled with parts from Illinois, Missouri, and Oregon. The license plate PATINA is indicative of the humor Beller brings to his work.*



➔ *A pair of oddities:
The original owner fabricated this hearse using a Model T passenger car chassis, creating a too-short vehicle. An actual hearse would have been built on a truck chassis to accommodate a full size coffin. The mail truck was one of 500 built by Miffenburg Body Co. and fitted to a 1931 chassis by a postal garage. It was later sold to a movie studio.* ➔



Spring Tour -

continued... the Jacob Henry Mansion



In 1873, wealthy railroad magnate, Jacob A. Henry built his imposing mansion on Eastern Avenue in Joliet, on what was then referred to as "Silk Stocking Row." He employed a master craftsman from Germany along with three cabinet-makers to fashion the elaborately carved interior. It took three years to complete and has 16,800 square feet consisting of over 40 rooms. Reportedly, from the cupola Henry could view all of his businesses and keep track of trains moving in and out of town making sure they were on schedule.

The main floor is most elaborate in carving and the black walnut

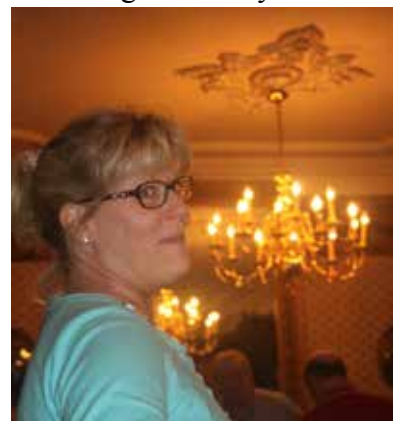
and oak is hand rubbed to attain the satin finish. Each room contains an ornately carved fireplace.

The deeply recessed windows are guarded with shutters on the inside. These fold back into casings for the sunlight to enter and also serve as storm windows in the winter. Carved and inlaid sliding or pocket doors, separate the rooms from the main floor. Its main feature is a magnificent staircase made of solid walnut with a half-landing surrounded by 119 hand carved octagonal spindles of burlled walnut.

The Jacob Henry Mansion won the Architecture Award at the American Centennial Celebration in Philadelphia in 1876, and is claimed to be the largest and best example of Renaissance Revival architecture still standing in the state of Illinois. The lovely and fully decorated mansion, a National Historic Landmark, is well known for its beauty, Old Victorian charm and furnishings.

It was purchased by the Pritz Family in 1985 at auction when rumor had it an interested party planned on demolishing it and salvaging the woodwork. In 2004 the family also acquired the Old Central Church adjacent to the mansion which was originally built with the financial help of Mr. Jacob Henry.

The sit down dinner was excellent and elegantly served.



Sue Pritz Bornhofen



Stewart & Marge Kleinschmidt



Emily Taylor



Jim, Jr., Jim, Sr. & Lucille Manak

Spring Tour -

continued... the Jacob Henry Mansion

Spring Tour Participants: Al & Carole Sikora, John & Dawn Brayton, Reuben & Emily Taylor, Bud & Marleah Schweppe, Jim & Betty Debickero, Chuck & Judy Kelley, Jim Manak, Jr, Jim & Lucille Manak., Mike O'Toole, Tom & Jean Roche, Bob Mills & Diane Montero, Chuck & Penny Derer, Charles & Joan Falk, Stewart & Marge Kleinschmidt, Kathy & Roger Eckhart, Mark Smith, Jim & Linda Kleinschmidt, Maureen Blevins, event chair, and Jim Friedrich and Bill Friedrich



Roger & Kathy Eckhart



Mark Smith



Chuck & Penny Derer



Joan & Charles Falk



Al & Carole Sikora



Dawn & John Brayton



Bud & Marleah Schweppe



Linda & Jim Kleinschmidt



Reuben Taylor



Betty & Jim Debickero



Judy & Chuck Kelley



Bob Mills & Diane Montero



Mike O'Toole



Tom & Jean Roche



Maureen Blevins

Spring Tour -

continued...the Rialto Theatre

The day's events ended at the beautiful Rialto Square Theatre in downtown Joliet with a concert. Although not everyone was able to make all the stops throughout the day, everyone seemed to enjoy the segments of the tour they did take in.

The Rialto was the product of the six Rubens brothers who wanted to create 'a palace for the people'. Architects were C.W. and George Rapp. Built for both vaudeville and movies, the orchestra pit and the organ platform can both be raised and lowered. The original Barton Grand Theatre Pipe Organ has 28 ranks of pipes hidden behind ornate floral grills that flank the stage.

A campaign to save the Rialto was started in 1972 when the city began talk of razing the unused theatre to make way for a parking deck. It was reopened in November, 1981 as a performing arts center after a two year multi-million dollar renovation.

Listed as one of ten most beautiful theaters in the country, it is on the National Register of Historic Places.



Nicknamed 'The Duchess' an 8 arm chandelier of Czechoslovakian crystal measuring 20 ft in height dominates the rotunda. For cleaning it is lowered to the floor by a hand crank located on the roof.



The esplanade is fashioned after the Hall of Mirrors in the palace of Versailles.

The sculptures throughout the theatre are the work of one man - Eugene Romeo, who used the stage as his workshop.

The interior of the theatre, seen from the stage. Not a bad seat in the house - there are no visible supports. Weight tests were done with tons of sandbags. The Rialto opened in May, 1926 with 1926 seats. The red velvet balcony seats are original.

When Liberace performed here he said "Finally. A theater to match my wardrobe!"

104 Year Old Packard Woman Dies



Margaret Dunning, perhaps today's most famous Packard owner, died May 17, 2015 while on a hobby-related tour in California. Born June 26, 1910 she was just 6-weeks short of her 105th birthday.

Dunning, a resident of Plymouth, Mich., became an Internet sensation when a video of her with her 1930 Packard 740 roadster circulated around the Web in 2013. What was so notable was not Dunning's age, gender, or the fact she still collected and drove Classic cars, but the fact she maintained her cars herself.

Margaret was 10 years old when she started driving the family's Overland touring car in 1911. An only child, she drove everything on the farm that was drivable, including a Maxwell truck and eventually, tractors. Her father died when she was 12 and his Model T Ford became the first car she owned.

Her mother had arthritis and could not drive. She finagled a driver's license for 12-year-old Margaret. "If you had just a little knowledge and some baling wire and bob pins, you could keep the thing going," Margaret declared on the merits of the Model T.

Her love affair with vehicles never faded. Over the years she drove a truck as a Red Cross volunteer as well as a parade of classic and antique cars. But her real love was her cream-color in-line 8-cylinder 1930 Packard 740 roadster, which she bought in 1949. "I love that car a great deal. I mean, I honestly do love it."

Although Dunning had long been a car collector and Classic Car Club of America member, the 2013 video made her a celebrity. She became a featured guest at automotive events around the country. It was just such a hobby outing that took her to California where she fell down a set of stairs and never recovered. There for the ELK Charity Challenge, a driving event

that raises money for children's charities, she met with Jay Leno and sat in a George Barris-built Batmobile.

Long before Dunning became an Internet sensation she had an earlier brush with celebrity. Henry Ford lived on the farm next door and had a taste for her mother's desserts, occasionally hanging out in the Dunning family kitchen for conversation.

Margaret, an active CCCA member, earned the distinction of being the owner of the first Full Classic® to ever score 100 points at a Grand Classic with the 1930 Packard.

Dunning's success in her own ventures gave her some of the tools to become a philanthropist, and in that capacity, she was benefactor to many historical museums, including the Gilmore Car Museum. Her contributions to these organizations and the collector car hobby at large will surely be missed.

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 us on our tours and events too! Not everyone owns a Classic, but everyone can join the fun.

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This issue's cover car belongs to Russ Rodriguez. A 1937 Packard Super 8 Limousine whose claim to fame lies in the fact that it was originally used by Joseph P. Kennedy when he was the U.S. Ambassador to Britain.

It's history becomes a bit cloudy beyond that. After the war it was shipped to Canada. Still owned by the U.S. government, it was used in Canadian Official service and eventually made it's way to private ownership with a livery service. In 1994 it showed up at RM Auctions, at the time an emerging luxury car auction house. RM knew the car had historical value and represented it as such. It caught Rodriguez' eye even though "It was in very, very, rough shape" he says. The metal was rusted and the wooden substructure was rotting away.

Today, the car is a head-turning beauty and will make it's show debut at the Geneva, IL Concours d'elegance. "It took 20 years to get there", due to "incompetence, death and bankruptcy" with a road to restoration that ran through five different restoration shops in Wisconsin, Illinois and Michigan.

The car was in such rough shape that Rodriguez purchased a second car – a donor car, needed for sheet metal, door handles, footrests, etc. – from Los Angeles and had it transported to the shop in Detroit where the car was at the time.

The limo finally landed in the hands of Bill Godisac of SunRay Restorations in Dowagiac, WI.

When Rodriguez bought the car at a Fall AACA

meet in Hershey, PA, he says the only part that had paint on it was black, so he intended to have the car painted black.

Jeff Geraci, a restoration specialist, had the opinion that "black was boring" and recommended Indian Maroon (an original Packard color). Russ went with it. "Part of me wonders if I should have kept it the way it was, but pictures from back then are all in black and white anyway, so it really could have been any color." He thinks it "shows off well" and he is very happy about that.

The interior has been redone as it would have been



delivered from the factory – with a leather front seat and a passenger compartment upholstered in a wool gabardine, fitted with jump seats, bud vases, and a clock. Originally equipped with “trafficators” which were removed, Marchal Headlights still adorn the car.

With it’s right side steering wheel it’s obvious the car was made specifically for the British Market. Rodriguez contacted both the State Department and the Kennedy Library in hopes of obtaining additional information on the vehicle, but no records were found. He does however, have the badge showing that it was delivered to Leonard Williams & Company, LTD. a London Packard dealer.

Rodriguez says when he bought the car he was “new to Classics” and admits knowing nothing about Packards. “It was a classic case of learning as you go.”

When asked what drew him to this particular car, he said “I’ve always believed that cars are about three things. First would be the artistic lines and flow. It’s what captures your attention and draws you to it.

Second would be the pleasure of how it drives. Does it asked to be driven on a long twisty road with the sun in-your-face and wind in your hair? Or perhaps the bags to be loaded up with family and friends on a slower moving tour in the countryside.

Third, what is its history? Who are the first owners. What experiences did they enjoy with it. Is it a rare car with custom features? Where did it spend it’s life and how was it used?

This car captures the best of all three. It wins the trifecta of car collecting for me.”



Joseph P. Kennedy served as the United States Ambassador to the United Kingdom from January, 1938 – October, 1940. He was an energetic, creative, well-connected envoy providing useful, up-to-date information to the U.S. government. Highly patriotic, Kennedy became a disillusioned pacifist who would try almost anything to avert war.

Both Kennedy and Chamberlain were passionate advocates of peace, but by 1940 Chamberlain's negotiations had failed and war had erupted. Kennedy advocated limited aid and intervention by the U.S. - wanting America to have adequate time to build up its own military arsenal.

Author Will Swift, in a new book, *'The Kennedys Amidst The Gathering Storm'*, writes that Roosevelt was "sadistic" in his treatment of Joe Kennedy, continually humiliating him throughout his final two years in London. He would ask Kennedy to carry sealed letters to the king and to Churchill without revealing what was in them, left Kennedy out of many negotiations, and sent emissaries to Britain on fact checking missions without informing Kennedy.

Kennedy defied Roosevelt by meeting secretly with German representatives and has been portrayed at times as anti-Semitic and pro Nazi.

Robert Kennedy wrote of his father "Beneath it all he tried to engender a social conscience. There were wrongs which needed attention."

During his ambassadorship Kennedy did more than any of FDR's other ambassadors to help Jewish refugees. He spoke out in July 1938 about the refugees' plight. In the summer of 1939 boatloads of refugees were seeking asylum at ports all over the world. Kennedy helped find a safe haven in Britain for three hundred Jewish refugees when the Cuban government refused to honor its pledge to grant them asylum in Havana. When the Nazis agreed to let some Jewish children emigrate in return for some trade concessions, Joe helped arrange for 196 children to come to Britain and an additional 1300 to be settled in other countries.

Kennedy complained about being kept in the dark and finally told F.D.R. "Frankly and honestly I do not enjoy being a dummy," He resigned amid a furor caused by an interview in which he remarked: "Democracy is finished in England. It may be here."

He protested that his comments had been off the record, but The Boston Globe ran them anyway, effectively ending Joseph P. Kennedy's political career.

-Article by Will Swift
History News Network



February 18, 1938 - Joseph P. Kennedy (right), was sworn in as American Ambassador to Great Britain, with his new aide, Harold Hinton, former Washington Correspondent for the New York Times.





In 1937 Williams & Co, LTD had two London showrooms, one in Edinburgh, and another London site where they assembled and serviced the Packards.

In March 1945 a V2 rocket destroyed the factory, leaving 31 dead and 102 seriously injured. Today, only the original steps to the showroom remain.

- Photo:

Historical entry from Packardinfo.org



Joseph P. Kennedy lived to see his son John elected president and his two sons Robert and Edward elected to the United States Senate. He died in November, 1969, at the age of 81, from complications following a stroke.





1926 Rolls Royce Phantom I Town Car Owners: Bob & Sheila Joynt



1926 Lincoln Owner: Reuben Taylor



1937 Cord L-29 Cabriolet Owner: Ed Schoenthaler

The Greater Illinois Region's 47th annual Fathers Day Car Show was held on Sunday, June 21st at the Oakbrook Mall where more than 100 vehicles were on display.



1941 Chrysler Town & Country Owner: Steve Grobl



1947 Packard Limousine Owner: Paul & Jean TerHorst

The array and assortment of vehicles at this show is always impressive. Classics, Antiques, Sports Cars and unique vehicles made it, once again, an outstanding event, bringing record crowds to the mall, and ensuring something for everyone.

Those who park cars, check in drivers and generally help keep things running smoothly know what a huge undertaking this show is. Kudos to Russ Rodriquez and his entire crew for their hard work and a job well done.



1932 Packard 900 Roadster Owner: Dennis Heywood



1931 Pierce Arrow 42 Sedan Owner: Wilma Hunter-Morris



1937 LaSalle Owner: Don Stevens

1937 LaSalle Convertible Coupe Owner: Don Stevens



1938 Cadillac Owner: Stewart Kleinschmidt



1935 Auburn
Owner: Mason Maynard



1941 Cadillac 62 Series Coupe
Owners: Art & Marge Swanson



1930 Packard Owner: Mark Smith



1930 Packard 740 8 cyl. custom 7 passenger sedan Owner: Carl Turano (right)

Fathers Day Car Show

...the CLASSY



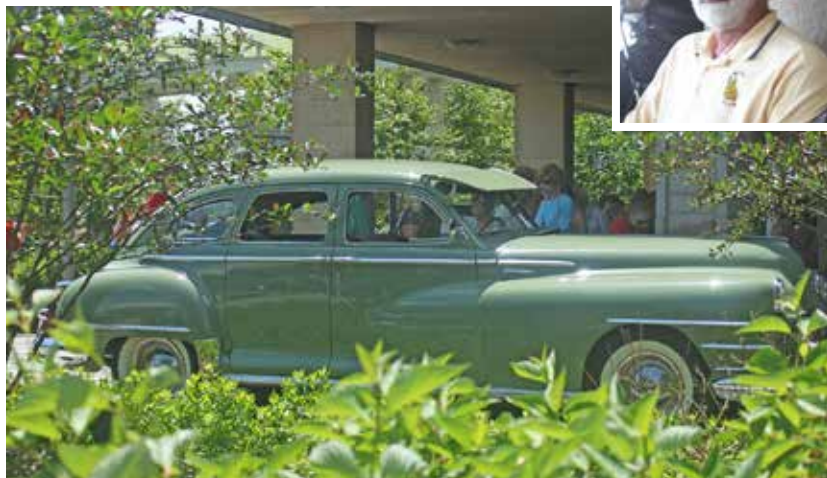
1953 Hudson Hornet - Twin H
Owner: Al Sikora



1933 Chevrolet Eagle Cabriolet
Owners: Biff Behr & Lynne Richman



1947 Chrysler New Yorker
Owner: Edmund Villwock



1956 Chrysler Imperial - Custom
Owner: George Kanary



1936 Ford Club Cabriolet Owner: Dean Stahnke



1903 Ford - Rear Entrance Owners: Dave & Kimberly Shaddock

Fathers Day Car Show

...the **UNIQUE**



1927 American LaFrance Triple Combination Pumper Owner: Russ Rodriguez



1946 Indian Chief Owner: Joe Cantore



Chitty Chitty Bang Bang

Owner: Mat Klemp



1970 Plymouth Station Wagon and 1956 Century 16' Speedboat
Owner: Frank Troost



Weather-wise, it was a perfect day, sandwiched in between a number of less than perfect ones.

Lots of families spent the day admiring the cars with dad and a lot of exhibitors had their families with them, too.

A perfect afternoon for 'Dad's Day Out'.

Fathers Day Car Show

PEOPLES CHOICE AWARD



This year the vote - and the honor - goes to this 1955 Ford Sunliner owned by Donald Falduto



2015 Car Show Participants: Ray & Gail Bacci, Rex Barrett, Lance Basiorce, Biff Behr & Lynne Richman, Terry Berg, John Brayton, Phil Brown, Glenn Bukac, Joe Cantore, Jr., Cantore Family, Richard Cogswell, Don Dames, Anthony DiTusa, Ricard Driehaus Collection, Peter Extsrom, Douglas Englin, Don Falduto, Bill & Janet Friedrich, Jim Friedrich, Roger Garrigues, Gary Gerstner, Steve Grobl, James Grumbos, Nicholas P. Guisto III, George Hansen, Dan Herring, Dennis Heywood, Al Hiller, Manohar Jain, Wayne Jorgensen, Robert & Sheila Joynt, George Kanary, Kurt A Karlson, Ken Karlson, Dave Kinkel, Tom Kleinschmidt, Stewart Kleinschmidt, Mat Klemp, Robert Knox, Amy Kovacevic, Bob Lacherbauer, Vince Leone, James & Lucille Manak, Mason Maynard, Tony Melone, Bob Mills, Ken Miner, Jeff Moeller, John Montalto, Wilma Hunter-Morris, Bill Morris, Clayton Olsen, Mike O'Toole, Laverne Pater, Mike Pavlak, Ron Pavlak, Seymour Persky, Kim Peterson, George Radzak, Joe Ragnanese, Ron Robinson, Tom & Jean Roche, Maxx Rodriguez, Rebecca Rodriguez, Russ Rodriguez, Butch & MaryLee Rosland, Jim Rudnick, William Sales, Ed Schoenthaler, Patrick & Kristin Scoleri, David & Kimberly Shaddock, Alvin Sikora, Mark & Nancy Smith, Dan Sobczyk, Dennis Sobieski, Bob & Bonnie Starzyk, Dean Stahnke, Donald Stevens, Michael Sypien, Reuben Taylor, Paul & Jean TerHorst, Stephan Thomas, Frank Troost, Carl A. Turano, Edmund Villwock, Dominick Zambuto, Charlie Walsh Jr.

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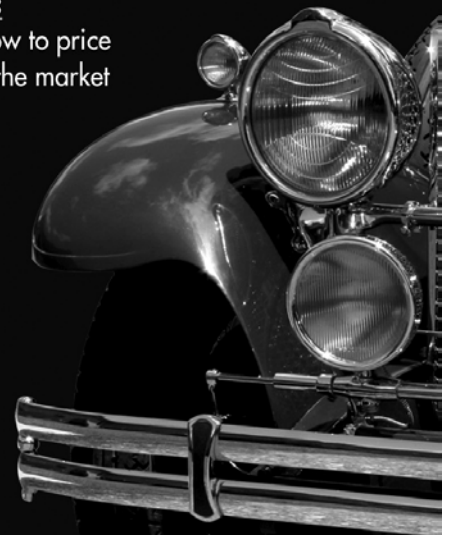
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Property/Estate Settlements: In many instances people inherit vehicles. The heirs have no interest in them or do not know the value of the vehicles in question. A certified appraisal is needed to properly insure if they decide to keep the vehicles, sell or donate them. Appraisals may be needed in divorce cases as well. We have also done legal depositions for cases involving total loss.

Many times owners are in the middle of restoring their vehicles. A Base Line or initial appraisal is done and as the vehicle is restored significantly, addendums can be done as needed, including a final appraisal when the vehicle is completed.

The appraisal report is usually 6-10 pages long, covering in detail: paint, body, trim, interior, drive train, wheels/tires, glass, undercarriage, VIN decoding, significant options, etc. (At Ride On Appraisals we also take 50-75 or more pictures of the vehicle.) This provides not only a written report, but a pictorial report as well. These detailed reports/pictures have been of real benefit to clients involved in legal and court cases. The vehicle in question is well documented. The documents sent to the owner should include an initial e-mail of the report, a hard copy sent by mail as well as a DVD which contains the pictures and the report itself. Files should also be kept in the appraisal office for each vehicle appraised. Clients sometimes lose reports or computers crash, so the ability to generate new reports/pictures is important.

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If You're NEAR...

by Charles Falk

... **Philadelphia, PA** I recommend a visit to the Simeone Foundation Automotive Museum. Located in a former manufacturing plant in the southwest section of the city, the museum boasts “one of the world’s greatest collections of racing sports cars.” The statement gets credibility from several sources which have ranked it as one of the best automobile museums in the U.S.

The museum is the product of Dr. Frederick Simeone, a retired neurosurgeon, whose long-time passion for significant automobiles was instilled in him by his late father. Upon his death in 1972, Anthony Simeone bequeathed \$8,000 and his four collector cars to his son. The collection has since expanded to include 65 significant collector cars.



1921 Vauxhall

One thing all of Simeone’s cars have in common is they all have interesting pedigrees. About 1/3rd of the cars are winners of major races. The racing emphasis also explains the placement of early NASCAR winners, like an early Hudson Hornet and a Plymouth “Superbird.”

The spacious museum layout shows cars in backdrops of multiple venues during the evolution of the sport: endurance races, timed trials, and hill climbing. Other cars are displayed in race course settings where marque-versus-marque and racing team competition flourished. Visitors see great racing cars placed in dioramas depicting famous racing venues like



The Simeone Museum believes it is unique among auto museums on the Eastern Seaboard for several reasons: a) The focus is upon racing sports cars—those with headlights and fenders that typically seat a driver and a passenger in an open cockpit; cars that could be driven on the street. b) The cars are of the highest quality; organized and displayed within dioramas that emulate the settings in which the cars performed.

c) The over-arching theme of the collection is the “Spirit of Competition,” described as the Darwinian drive to beat the other guy that has resulted in “astonishing benefits in style, engineering, and safety.”

Given the emphasis on racing sports cars, it is no surprise the museum has multiple examples of European marques. However, CCCA members will also find wonderful examples from America’s past — Mercer, Stutz, Auburn, Cord and Duesenberg.

Watkins Glen, Nürburgring, Mille Miglia, Targa Florio, Sebring, and Le Mans. There also is homage to significant cars, including a Cord, which raced against the time clocks at the Bonneville Salt Flats in Utah.

The age of the cars in the collection spans from the early 1900’s - 1970. Dr. Simeone explained that, by the 70’s, big time sports car racing began to be eclipsed by open wheel racing and by NASCAR racers going in circles on tiny tracks. These newer facets of motor car racing were not as interesting to him so he has not included more current race cars in his collection.

Another aspect of Simeone’s philosophy as a collector both shapes his collection and makes him somewhat rare among collectors. He strongly advocates preserving the cars that come into his collection - instead of restoring them. A Chicago Tribune piece, written at the time of the museum’s opening in 2008, noted “...

many of the cars look the way then did when they raced. They have not been restored to showroom prettiness. Simeone, an advocate of preservation considers restorations desecrations.” In the same narrative, Dr. Simeone observed “I really like the patina of age and the original finish and trim.” In the recent book *The Stewardship of Historically Important Automobiles*, Simeone and other leading collector car authorities outline the Simeone Museum’s “maintenance and preservation philosophy” in detail. Otherwise, Dr. Simeone’s views about cars and car museums are pretty consistent with others who’ve made their collections available for public view. He stated “Cars are really a form of art. The museum collection can teach valuable lessons about the minds of men and the survival of the fittest, about the expression of the aesthetic impulse and the achievement of artistic beauty and perfection through magnificent specimens of rolling sculpture.” He created his foundation as a vehicle for ensuring that his collection of “rolling sculpture” will not be dispersed and can be accessible by the public long after he passes on. All car people should be grateful for this.

In addition to it’s permanent collection, the museum hosts events throughout the year. On “Demo Days”, held on alternating Saturdays, visitors can witness between three and six museum cars on the three-acre track adjacent to the museum getting some exercise and/or testing out the efficacy of recent repair and maintenance. There is no extra charge for Demo Days activities beyond the basic admission fee.



Allow at least two hours for seeing the collection. The museum has vending machines but restaurants are not close, so plan to eat before or after your visit. Parking is ample and free. The Museum is just a short distance to many other sites of interest in Philadelphia proper. Closed Mondays.

*Simeone Foundation Museum
6825-31 Norwitch Drive
Philadelphia, PA 19153*

*Phone: 215-365-7233
www.simeonemuseum.org*



We are pleased to introduce ‘If You’re Near’ - a regular column spotlighting Car Museums across the country.

An Evanston, IL native, Charles Falk’s career spans over 40 years in both business and higher education. In addition to his academic experience as a tenured professor, faculty member and College Dean, Dr. Falk has worked as a craftsman in his family’s small business, developed his own consulting firm and served as a principal and Director at a higher education consulting firm. He served two years in the U.S. Army Air Defense Command and two more years in an artillery unit of the active U.S. Army Reserve.

A frequent speaker and presenter, Dr. Falk is also an author of dozens of academic articles and papers.

As for his interest in cars, he says “I began to drive when I was twelve, was licensed at fifteen and got my first car, a 1948 Packard, at age sixteen. At 17, I got my first new car, a 1955 Plymouth v-8 coupe.” In a Chevy dealer’s showroom the day the first Corvette was introduced in 1953, he says “It made a profound impression upon me.”

Over time, several Corvettes moved in and out of his garage. Now, in the ‘retirement’ years, there is still a Corvette in the garage. “My car interests have broadened and I have the time for the car hobby on a broader scale. I hope to one day have a vintage car join my Vette in the garage.”

Currently, both Charles and his wife Joan serve on the GIR Board of Directors.



Unexpectedly, Dr. Simeone met with us when we arrived at his museum. He kindly gave us a briefing, explained the philosophy and focus of his collection, and answered questions. We deeply appreciate his hospitality.

Collector Car Pioneer Leo Gephart Dies at Age 85

He certainly wasn't the first person to recognize the collectibility of old cars, but Leo Gephart helped lay many of the stones in the foundation of the collector car hobby as it exists today, leading many to mourn his death this past April 15th. Gephart was 85.

Born in 1929 on a farm near Sidney, Ohio, Gephart started working on old cars as a teenager during World War II. Through his family's acquaintance with Charles Kettering he soon became involved with the Antique Automobile Club of America. After a stint in the Air Force in his early 20s, Gephart returned to Ohio in the early 1950s, got a car dealer license, and began to sell new Studebakers. At the same time he also started buying and selling those older cars increasingly being recognized as Classics and took a keen interest in Duesenbergs.

He sourced old cars from estate sales, used car auctions, and word of mouth. During the 1960s he developed another method of buying and selling collector cars. "He realized that if collectors would travel from state to state looking for old cars at estate sales, a lot of collectors could be expected to show up if a huge number of cars was gathered for sale in one place," Jim Donnelly wrote in his profile of Gephart for *Hemmings Classic Car* (May 2008). Prodded on by the Auburn-Cord-Duesenberg Club, Gephart approached Russell Kruse with the idea of transforming the Kruse family's longtime construction equipment auction business into a collector car auction business.

Kruse held the first such auction in 1971 behind a Dairy Queen in Auburn, Indiana and subsequently grew the business into one of the world's largest. RM Auctions – now RM Sotheby's – bought the business and the auction park in 2010 and today operates it under the Auctions America banner. That same year Gephart approached a pair of car show organizers in Scottsdale, Arizona – Tom Barrett and Russ Jackson. He also convinced them to put together a large-scale collector car auction in Scottsdale. Though Scottsdale isn't a town rich in automotive history like Auburn, it does offer a preferable winter climate, one that attracted and continues to attract the same sorts of people likely to buy and sell collector cars. Barrett-Jackson has remained in Scottsdale and grown over the years to bring in bidders from all over the world.

Along the way, Gephart essentially founded two ancillary industries. He started Frosty's Delivery

Services, a car transport company specializing in collector cars. Later sold to Robert Pass (who renamed it Passport Transport), it has since become a subsidiary of FedEx. He also became one of the first people involved in collector cars to offer appraisals on older cars to determine their market value.

"He was one of the three kings of the collector car trade," said concept car collector Joe Bortz, who had

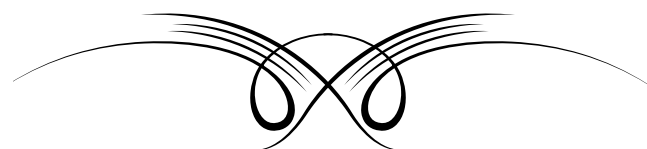


known Gephart for decades. "Along with Tiny Gould and Bob Adams in Wisconsin, they were the guys who made the hobby what it is today."

Gephart himself relocated his business to Scottsdale around 1981 and in later years operated his own auctions and even partnered with other collector car dealers in the area to start an auto museum. Ultimately though, none of those ventures panned out.

In about 2012, citing failing health, he scaled back his collector car business. "I grew up with Leo," Craig Jackson said in a statement on Barrett-Jackson's website. "He was an innovator and a visionary whose legacy will remain for years to come. He will be missed."

- Reprinted from Hemmings Classic Car



An American Inventor

Charles Franklin Kettering (1876–1958) was an inventor, engineer, businessman, and holder of 186 patents, a founder of Delco and head of research at General Motors from 1920 to 1947. Among his most widely used automotive developments were the electrical starting motor and leaded gasoline.

In association with DuPont Chemical Company, Kettering was responsible for the invention of Freon refrigerant and the development of Duco lacquers and enamels, the first practical colored paints for mass-produced automobiles. Working with the Dayton-Wright Company he developed the "Bug" aerial torpedo, considered to be the world's first aerial missile. He also led the advancement of practical, lightweight two-stroke diesel engines, revolutionizing the locomotive and heavy equipment industries.

Born in Loudonville, Ohio, Charles was the fourth of five children. Hired directly out of school (Ohio State University) to head the research laboratory at National Cash Register, he invented an easy credit approval system - a precursor to today's credit cards, and the electric cash register.

During his years at NCR, (1904-1909) Kettering

secured 23 patents. He distinguished himself as a practical inventor. "I didn't hang around much with other inventors and executive fellows" he said. "I lived with the sales gang. They had some real notion of what people wanted." He attributed his success to a good amount of luck but added, "I notice the harder I work, the luckier I get."

In 1907, an NCR colleague, Edward A. Deeds, convinced Kettering to develop improvements for the young automobile. Deeds and Kettering invited other NCR engineers to join them nights and weekends tinkering at Deeds's barn. They became known as the "Barn Gang." They set their first task as improving ignition, replacing the magneto. In 1909, Kettering resigned from NCR to work full-time on automotive developments. The Barn Gang incorporated as Dayton Engineering Laboratories Company, or Delco. Delco was sold to General Motors in 1918 and became the foundation for the General Motors Research Corporation and Delco Electronics.

His inventions, especially the electric automobile starter, made him wealthy. In 1927, he founded the Kettering Foundation, a non-partisan research foundation and in 1945, he helped found what later became the Memorial Sloan-Kettering Cancer Center.

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**The Magazine of the Greater Illinois Region of the
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Cars listed in **bold type** have additional information on the website as only certain models and/or years are considered "Full Classics".

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

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Apperson	Duesenberg	Lanchester	Ruxton
Aston Martin	du Pont	Lancia	Squire
Auburn	Elcar	LaSalle	SS and SS Jaguar
Austro-Daimler	Excelsior	Lincoln	Stearns-Knight
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Bentley	Fiat	Locomobile	Steyr
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Buick	Hotchkiss	M.G.	Vauxhall
Cadillac	Hudson	Miller	Voisin
Chrysler	Humber	Minerva	Wills-Sainte Clair
Cord	Hupmobile	Nash	Willys-Knight
Cunningham	Invicta	Packard	
Dagmar	Isotta-Fraschini	Peerless	
Daimler	Itala	Pierce-Arrow	
Daniels	Jaguar	Railton**	

CCCA Expands List of Approved Classics

The club will now recognize a select group of cars back as far as 1915. The change was announced during the club's annual meeting which was held in March, in Savannah, Georgia.

Previously the club recognized select automobiles built between 1925 and 1948, although some pre-1925 automobiles were accepted if they were virtually the same as their 1925 counterparts. Some marques that have been considered Classics for years – Packard, Cadillac, Pierce-Arrow, Locomobile and Rolls-Royce among them – will now have their years of acceptance extended back to 1915. Other marques, Duesenberg and Lincoln, for example, will be accepted back to their beginnings, in 1919 and 1921, respectively.

A significant change will be the acceptance of marques that did not survive until 1925. Examples cited by the club's classification committee include the Daniels, Lafayette and Winton. All were high-end luxury automobiles and all ceased production in 1924.

Chris Bock, current chairman of the club's classification committee, noted that the process of evaluating which cars from the 1915 to 1924 era would be accepted will be an ongoing exercise.

Individuals who wish to comment may contact Chris Bock, care of the club's offices: P. O. Box 346160, Chicago, IL 60634.

Greetings Classic car lovers! Most of you already know me from the newsletter, Up To Speed. I was asked to take over duties at The Dashboard when the former editor, Dave Nevers, and the Board parted ways. After some deliberation I said yes.

You'll notice some changes taking place on these pages with some new features and a bit of a new look. I hope you like it. Be assured - one thing that won't change is the regular featured cover car. After all, that is what this club is about.

As always, I enjoyed spending time at Oakbrook looking at cars instead of shopping. I know which is more fun but I don't know which is more frustrating, *not* being able to find what I want (shopping) or finding *everything* I want (car show). I always feel I should apologize to those whose faces and/or cars I couldn't fit into the publications. I truly wish there was room for each and every one of you! Sometimes it's due to space and sometimes - I just don't get the shot...

In keeping with the theme of car parts, I thought this would be a good name for the last page, besides, I always wanted to ride in one. Here I hope to share stories, photos or interesting bits of information I hope you will enjoy.

My aim is to continue to create a quality publication - one that's not only informative, but fun to read. I hope you enjoy this issue of The Dashboard!

- *Maureen*



Call for Stories and Ideas

Have an interesting story about your car? It's history, or perhaps it's restoration saga? Have you attended or are you planning to attend a Concours or some other Classic Car event? We'd love to have you share it with us! Not a writer? No worries. That's what editors are for.