

# The DASHBOARD

Summer 2019



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



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## Annual Advertising Rates

### Dashboard

Glossy full color magazine Published 3x yearly  
(April, Aug, Dec)

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1/4 page	\$300
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### Up To Speed

Black & White Newsletter published 6 x per year

1/2 page	\$300
1/4 page	\$200
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### Combined Annual Rates

Full page	\$950
1/2 page	\$600
1/4 page	\$400

Make checks payable to: Greater Illinois Region CCCA  
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1531 W. Maple Rd.,  
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Region - Classic Car Club of America**



## LETTER from the DIRECTOR

Hello fellow members



In this issue you'll find the article featuring this year's Oak Brook Father's Day show.

I am very happy to report your board of managers has found new and creative ways to make this an experience to be enjoyed by the thousands who attend every year.

For the 50 + years we've been producing the show we've never grown tired of hearing about the memories associated with these beautiful cars on display. It's through the sharing of one's prized possessions that we have developed a way of connecting people to their past, while securing a foothold in the next generation's future. It takes the

work of many to create an event such as this and continue to offer something new and different every year.

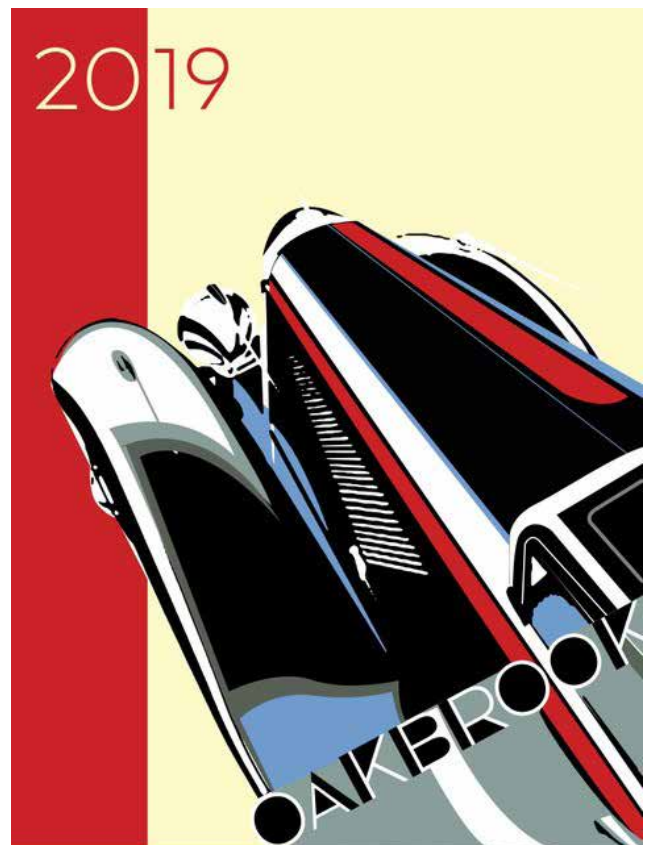
I look forward to the challenge of finding new and different cars to display as well as securing some very familiar ones. The last several years have welcomed some changes that those who participated have enjoyed.

This year's board has created a new level of experience for the public and car owners. We now have an annual poster worthy of hanging with your other automotive art, a sponsored program showcasing the previous year's cars, a manned information booth staffed by volunteers answering questions not only of the exhibition exhibitors locations but providing potential club members tools to join.

We even had the "Revolutionary Swing Orchestra" playing in the afternoon. All of this would not be possible without the generous contributions of our advertising partners, car owners and volunteers who make every Father's Day something special for the classic car club enthusiasts in the Chicago area.

I'd like to thank everyone who helped make this year extra special and thank the public who recognize that their attendance makes it all worthwhile.

*Russ*



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**CCCA Headquarters has a new home!**  
3501 Algonquin Rd  
Suite 300  
Rolling Meadows, IL 60008

## Upcoming Events

**Sunday, July 14 : GIR/POC Picnic - 10 am - 3 pm - Lake Barrington Shores**

**Thursday, July 18: 5 -9 p.m. Palos Heights**  
The largest gathering of classic cars in the area!  
Contact Bob Starzyk for info 708-334-4848

**July 22 – 27 - Rolls-Royce Owners' Club Annual Meet: Detroit, MI area**

**August 4: Milwaukee Concours d'elegance**

**August 18: Pebble Beach Concours d'elegance**

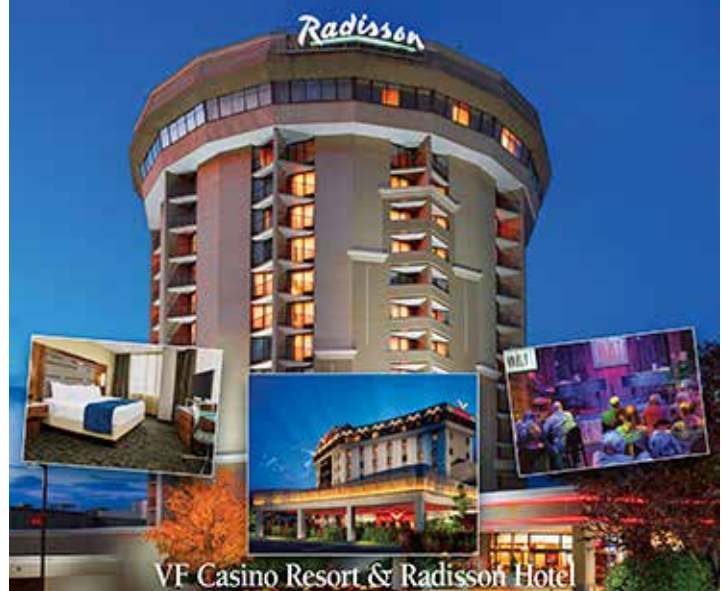
**August 25: Geneva, IL Concours d'elegance**

**October 18 - 20: Fall Tour - Save the date! Details TBA**

**November 17: Annual Dinner - Exmoor**

### Drive to the 2020 Annual Meeting

Valley Forge, Pennsylvania • March 25-28, 2020



VF Casino Resort & Radisson Hotel



# 51st Annual Father's Day Car Show

## Father's Day 2019

Unlike the past couple of years where participants and spectators roasted in the heat, the weather this year did a complete about face. Threatening skies kept a few owners from bringing their cars out, and of course there are always one or two with unexpected mechanical issues but all in all, it was a good turn out. The crowd was no smaller or any less enthusiastic than in the past, despite the weather. Thankfully, the rain held off and no one got wet, but by the end of the day everyone was ready go home and get warm!

As always, there were some gorgeous cars, including a few we haven't seen before.



1930 Stutz Convertible Coupe LeBaron: Pete Todo



A pair of 1932 Chrysler Imperials; Chrysler Imperial 4 door sedan and Chrysler Imperial 4 door convertible : Abby Persky



1972 Mercedes Benz Limousine: Cantore Family



1929 Rolls Royce Phantom I: Dave & Kimberly Shadduck





1930 Cadillac V16 Roadster: Dennis Sobieski



1936 Bugatti Type 57: Hil Raab

Judging from the crowds around them, the two cars above were the show favorites, hands down. It was hard to get close with all the people snapping pictures and asking questions. I managed to snap these photos at the end of the day, as the cars were on their way out.



1938 Cadillac 7557B Fleetwood Coupe: Kleinschmidt Family

It was bittersweet to see Stuart Kleinschmidt's car at the show. Nice to see the car, but missing Stuart. Jim K was letting anyone sit in the car who wanted to - kids or adults!



1930 Lincoln: Reuben Taylor

A show regular, Reuben Taylor is always happy to answer questions about his car. It was nice to see Emily made it out to the show, too.



1937 Cord 810 Cabriolet: Maxx Rodriguez



1934 Packard: Pavlak Family



## Father's Day Car Show



Allen and Nancy Strong showed their 1936 Packard Super 8 (our Spring cover car). Nancy drew lots of attention and positive comments on her outfit, which not only recreated an era, but was nicely color co-ordinated with their car.



Several members brought more than one car to the show, including Claude Ohanesian, who brought out a pair of Packards. Above, in classic black, is a 1938 Packard Sedan De Ville, and below, in bright yellow, a 1936 Packard 1401 Series

*Show photos by Maureen Blevins and Robin James*



# Father's Day Car Show



1940 Ford 1/2 ton pickup: Ron Steck

Of course not every entry at Oak Brook is a 'Grand Classic'. There were motorcycles, hot rods, and pick up trucks, too. The best show of the year, this concours always has something for everyone, and this, our 51st, did not disappoint!



1948 Cadillac Sedanette: Graham Thompson



1929 Harley Davidson JDL: Ted Borman



1957 Velocette LE200: Burt Richmond



1937 LaSalle Rumble Seat Coupe: Don Stevens



## Father's Day Car Show



1926 Buick Standard Sedan: Alan Nowaczyk



1929 Hupmobile Century Six Sedan: Jim Manak



Bob Mills got to spend father's day with his daughters, Jennifer and Juliet and his granddaughters, Olivia and Judith



1966 Cadillac El Dorado Convertible: Carl Rossi



Mason Maynard and Mary Ellen Thielemann relax and listen to the music of the Revolutionary Swing Orchestra.







Butch Rosland



Dennis Sobieski



John Brayton and his lovely wife, Dawn



Mark Smith

Mark Smith and his daughter Jamie, who always seems to put a smile on dad's face.

Parking Managers  
Extraordinaire  
making sure  
everybody is  
where they are  
supposed to be



"Buick Bob" Starzyk



Always up early to sign everybody in -  
Robin and Michelle James

A show like this is always a lot of work, most of which goes on behind the scenes for weeks beforehand - walk throughs at the mall, designing and ordering signs, posters, and booklets, booking the band, stuffing swag bags and a hundred other things. Keeping things running smoothly can be stressful, especially if things don't run smoothly. From checking everybody in early in the morning to supervising the parking of the cars to taking care of all the little details during the day, it takes people.



See you next year!



← Kim Roberts, always willing to lend a hand, manned the info booth and Merry Lee Rosland, who has been helping organize the cars for years.

Gary Jensen and → Charles Falk also did time in the booth, passing out info and recruiting new members.





## Father's Day Car Show



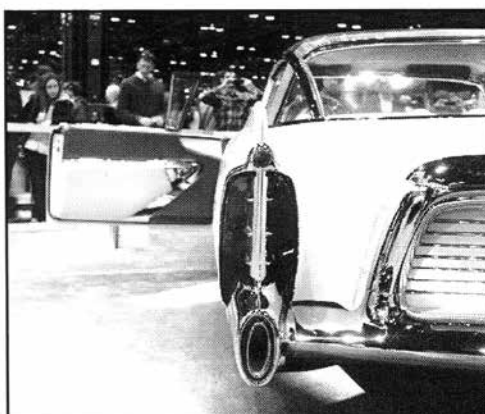
1954 Mercury XM-800 Concept Car: Richard Driehaus Collection

Although hard to tell the front from the back, this 1954 Mercury(nc) XM-800 Concept Car made a big impression on show-goers. Designed by John Najja, Ford Motor company's most famous designer, the car made its debut at the 1954 Chicago Auto Show as a "push car" (meaning it was not drivable. It had a completely functional engine but an empty transmission case). The concept model was built on a modified Mercury frame with a 1954 Mercury 312 cu in (5.1 L) V8 engine with dual exhausts. It features a fiberglass body with much of its trim also made of chrome plated fiberglass.

In 1957 Ford gifted the XM 800 to the University of Michigan's Automotive Engineering Lab for use in training "future" automotive engineers. After the automotive school closed the car was auctioned. It was sold again and stored for almost 30 years before being sold once more in 2008. The car was restored, made operational, and finally drove under its own power in 2009 and subsequently auctioned again in 2010. It was shown once again at the Chicago Auto Show - in 2012.

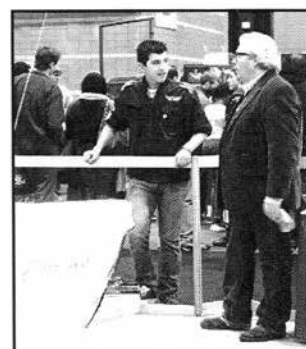
*From the Fall 2012 Dashboard*

### **CCCA Exhibit at the 2012 Chicago Auto Show at McCormick Place.**



*Mercury's XM-800 shown here was first seen at the 1954 Chicago Auto Show. It brought design and engineering concepts to Ford's Lincoln-Mercury division.*

*Concept cars have long been a part of the Auto Show. Carmakers want to 'wow' the public by giving them glimpses of their automotive future.*





## Road Tripping

*In the 1920's this group of intrepid adventurers took to the road, or rather, forsake the road for a bold adventure into Death Valley.* ➔



➔ *In the 1930's someone captured these men at the 'port of entry, Montana'. The sign over the door advertises 'Free Tourist Information'. Didn't know they had tourist centers back then.*

*In the 1940's some sorority sisters decide to go on a road trip, flexing new found freedom and independence. Why should guys have all the fun?* ➔



➔ *In the 1950's the family packed up the car, and hit the road. So...who's got it easier - mom, lifting the luggage, or dad reading the map and figuring out the route.*

*In the 1960's the VW bus became the iconic symbol of the road trip. Everyone wanted to be a hippie.* ➔



➔ *In the 1970's what better exemplified the family vacation than a station wagon? Lots of room for passengers and luggage. Add a roof rack and life was good.*

## American DeSoto Donated to Havana

While many people may dream of going to Cuba and bringing back one of their old cars, in a slight twist Stephen Murphy recently had the honor of taking a car *to* Cuba. The car is a 1949 DeSoto(nc). The name is taken from Spanish explorer Hernando de Soto.

There are many building restoration works in progress in celebration of the 500th anniversary of Havana. One of them is the Automobile Museum, aptly called "The Garage", a name suggested by Dr. Eusebio Leal, Havana City Historian. The name of course refers to where cars are stored and preserved, the main purpose of the new building. Divided into two phases, the first opened on June 12, 2019 and houses the automobile delivered by Murphy on behalf of Richard Driehaus of Chicago, classic car collector, businessman and philanthropist. The second phase is planned to open in time for Havana's anniversary celebrations in November.

Stephen Murphy, representing Mr. Driehaus at the official handover ceremony at the museum, was impressed by the museography in the display. Stephen expressed his appreciation for the way the display space had been designed and executed: "When the door opened, a capsule of sorts was revealed. It was like being transported to a different place. The graphics are impressive, very well thought-through and designed. Even the navy blue of the car's convertible top has been used for color-coordination. Every single detail has been carefully studied".

The gift was a gesture toward Dr. Leal, the City Historian, for his work in the restoration of Havana. "The donation



was not planned", stated Stephen. "It took place during the ceremony for the Henry Hope Reed Award, bestowed upon Dr. Leal by Notre Dame University in 2016. That ceremony took place in Chicago, and classic cars were used for laureate transportation. In the spirit of thanking Leal for his body of work, Mr. Driehaus announced during his speech that he would be gifting the DeSoto to him".

In his words of appreciation, Dr. Leal indicated that it had taken two years for this project to come to fruition: "Mr. Driehaus' admirable generosity has finally allowed us to receive this beautiful automobile, which he was gracious enough to gift me at a public event with the intent of displaying it in Havana".





The Historian reminded everyone present that, at the Henry Hope Reed prize ceremony he expressed publicly that he was receiving the gift “as custodian of the City Museum of Havana, and that it would be an honor to add Mr. Driehaus’ name to the effort to restore Old Havana. By bestowing upon me such an important prize for architecture and restoration, Mr. Driehaus was making a notable contribution to the long and dedicated work that we have carried out. I know well what it meant for Mr. Driehaus to part with a piece of his collection. He displayed great largesse in doing so”.

Leal, also the head of the Network of Conservators’ Offices and Historian for Heritage Cities of Cuba, also stated that he was very pleased when Stephen’s visit was confirmed, for Stephen would be able to witness the effort put into carrying out these organizations’ missions. “Nothing we see here was easy for us. On behalf of the planners, architects, draftsmen and women, the head of Heritage, and Dr. Magda Resik, I would like to take the opportunity to task you with expressing to Mr. Driehaus my most heartfelt thanks”.

Just inside the entrance to the building one can enjoy a



*Stephen Murphy and Dr. Eusebio Leal, Havana City Historian.*

history of the cities of Chicago and Havana in the form of a dialog between both cities. The two share common ties in a story that has not been told before; scientific milestones, Cuban baseball players in Chicago, architectural and mafia links, and other details.

Moving further into the display area one can enjoy the impressive DeSoto automobile in its impeccable state of restoration, with placards that describe the features of the automobile.

"Having been raised in Spain, which has a special place in its heart for Cuba, it is proving to be a very meaningful visit for me", Stephen stated.

The display is now open to the public at San Ignacio Street, between Amargura and Teniente Rey streets, in Old Havana.

*A special note of thanks to Ofelia Sandar Valles for her photos and coverage of the ceremony*

*These two photos, of the '50s American cars lined up in the street, were taken around Parque Central. That is where a lot of the "classic" cab drivers park to pick up tourists and give them rides in their colorful American cars.-Stephen Murphy*



# ROLLS-ROYCE

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## Cover Car Year – 1931

February – The original film version of *Dracula*, with Bela Lugosi, is released in the United States.

February – California gets the go-ahead by the U.S. Congress to build the San Francisco–Oakland Bay Bridge.

March – The Star-Spangled Banner is adopted as the United States' National anthem.

March – Nevada legalizes gambling.

April – The automobile manufacturer Porsche is founded by Ferdinand Porsche in Stuttgart.

May – Construction of the Empire State Building is completed in New York City.

July – Irish racing driver Kaye Don breaks the world water speed record (110.223 mph) at Lake Garda, Italy.

August - Warner Brothers releases the first Merrie Melodies cartoon, *Lady, Play Your Mandolin*.

October – Dick Tracy, the comic strip detective character created by cartoonist Chester Gould, makes his debut appearance in the Detroit Mirror newspaper.

Jane Addams becomes the first American woman to be awarded the Nobel Peace Prize.

Electric Razor invented in the USA by Jacob Schick

US Population - 122 million



*When Marlene Dietrich went to the USA in 1930, the Blue Angel director Josef von Sternberg welcomed her with gifts including a green Rolls-Royce Phantom II. The car later appeared in their first US film, Morocco.*

## Electric Razor Shaves Clean Without Lathering Face



Operating on the principle of a barber's clippers, this electric razor gives a clean shave without use of lather.

**A**T LAST the electrical dry shave is with us! Requiring no blades, no lather, no cleaning, the ingenious razor shown in action in the photo at the left gives a cleaner shave than any conventional type razor, it is claimed.

Plug the razor into a wall socket and it's ready for use—no hot water or towels required. The razor cuts the hair in exactly the same way as the clippers used by barbers. It has but one moving part.

A tiny 1/90 horsepower motor, revolving at 3,500 r.p.m., actuates a shearing plate which cuts the hair. The razor complete weighs but eight ounces. In use, it is pressed against the face, moved up and down over the surface to be shaved, and the job is done. The device never requires a new blade, and it is claimed to be impossible to cut one's self with it.

Either alternating or direct current can be used to operate it.

## How Much things cost in 1931

Average Cost of new house \$6,790.00

Average wages per year \$1,850.00

Cost of a gallon of Gas 10 cents

Average Cost for house rent \$18.00 per month

Dozen Eggs 18 Cents

Bananas 19 cents for 4 Pounds

A loaf of Bread 8 cents

A LB of Hamburger Meat 11 cents

Alarm Clock \$3.50

New Car Average Price \$640.00

[illegible]





1931 Rolls Royce Phantom 246 AJS  
Color: Dark Green with Black Fenders  
Owner: Tom Burgess

## "RUNS LIKE A TOP"

"On the advice of Bob Joynt, I purchased a 1931 Rolls Royce Phantom 246 AJS. The previous owner, Karl Zoller, took great care of the car and provided extensive restoration records.

The car was ordered under the Springfield factory, but that was closed prior to manufacture of the 246 AJS, so this was one of 10 "Springfield" Rolls Royce cars manufactured in England filled with LHD.

Bob supplied me with this (and more) info, and with these words of encouragement "if you don't buy it, I will". I was on my way to owning my first pre-war automobile.

Mechanically, it was outstanding when I bought it, but I did a light upholstery restoration on it", with a new top and a new trunk cover. Pointing out some crackling on the back fender, Tom said "It isn't perfect. I don't want it perfect."

Although Burgess has not driven it on any tours or taken it to a concours since he acquired it this past autumn, he

does have plans to take it out on the road for a short trip this coming fall. He did take the car for a test drive before he purchased it. Commenting that it "drives nice" he was greeted with the response "Well it *is* a Rolls Royce."



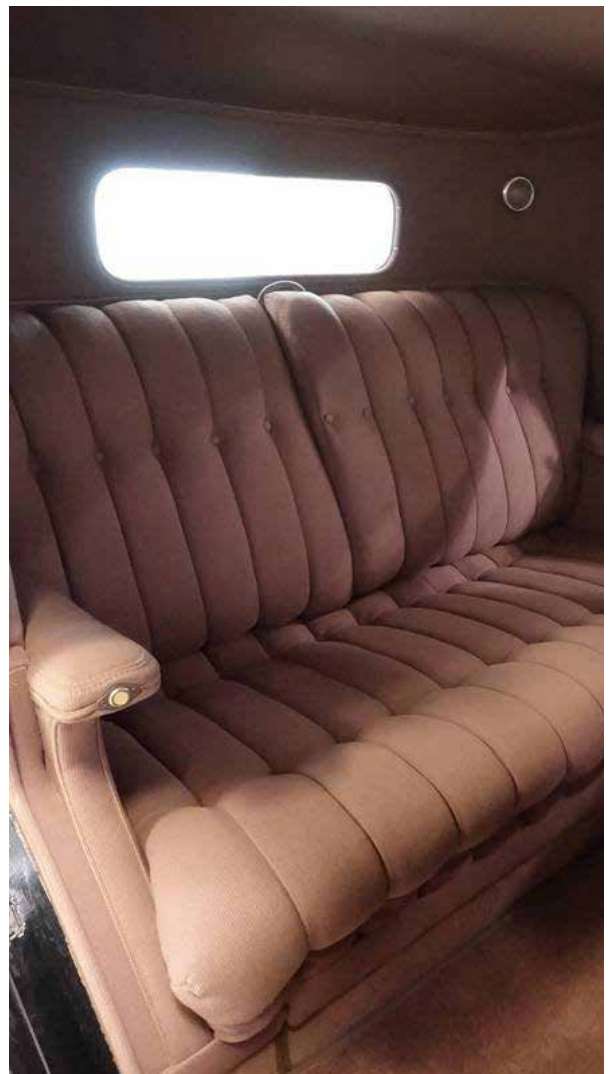




# CoverCar

This is a Rare coach built left- hand drive Phantom II - one of only 76 built for 1931. It is outfitted with dual side mount spares, a roll-up partition window, and fold away rear jump seats. This particular Phantom II chassis was assembled in 1931 at the Rolls-Royce works in Derby for a Mrs. Johnson of Moorestown, New Jersey. Coach work by Brewster & Co. in New York dressed the Rolls-Royce chassis with body no. 7327; a four door Dover Sedan.

The Phantom II is considered by many to be the pinnacle pre-war Rolls-Royce. The Rolls-Royce Phantom II was the third and last of Rolls-Royce's 40/50 hp models. It used an improved version of the Phantom I engine in an all-new chassis. The front axle was mounted on semi-elliptical leaf springs as on earlier 40/50 hp models, but the rear axle was now also mounted on semi-elliptical springs instead of cantilever springs. This, along with the drive train changes, allowed the frame to be lower than before, improving the handling.







*Tom Burgess enjoying his luxurious new Rolls Royce*

*Photos this page and cover by JR Photon , others provided*

## If You're NEAR...

by Charles Falk



**If you're near...or are otherwise going to...San Diego, California,** then I suggest you take the time to visit the San Diego Automotive Museum. This is a relatively small museum that manages to deliver a satisfying experience to visitors with interests in antique, classic, muscle, and other specialty or collectible cars. If a visitor's interest may also lie in the realm of foreign or domestic marques of vintage or collectible motorcycles, then this museum is for them too.

### **About the Museum's Founding and Purposes**

In 1979, a well-known auto racer and car enthusiast, Briggs Cunningham, and other automobile enthusiasts began a campaign which promoted the idea of creating a significant automotive museum in San Diego. Their efforts were successful, and in 1980, the city approved a long-term lease for an historic building in San Diego's Balboa Park. The building was part of the complex created for the 1935 California Pacific International Exposition. After the building was secured, it took extensive fund-raising and spending a million dollars to prepare the building for the museum's use. Finally, the San Diego Automotive Museum opened in December 1988. This organization is a 501(c) 3 non-profit, tax-exempt charitable organization.

### **The Mission**

"The Mission of the San Diego Automotive Museum is to tell the story of the social and technological past, present, and future of motorized vehicles through its collections, exhibitions, and educational programs." They further note that: "the museum stands as a living tribute to the automobile and what it has meant to our culture."

### **The Facility and Its Use**

At about 25,000 square feet, the building is relatively small when compared with other museums I've visited. And on the inside you might think you were in what once was some type of manufacturing facility. The arched ceiling is held up by open steel trusses; and just below the roof line are strings of windows that let in the light, but not many views of the grounds upon which the building sits.

Today, the interior of the museum is much more sophisticated and well "dressed out" than I remember it being at the time of my original visit. It seemed somewhat Spartan or frugal then. Today, many more visual and other decorative effects now in place nicely showcase the cars,

motorcycles, and other objects that are being exhibited.

The museum staff has chosen to devote a significant portion of the building's exhibition space to showing off items from its permanent collection. The other portion, which is also sizable, is devoted to special exhibitions. The latter may be short-term—about four months; or, occasionally, for longer periods.

### **The Permanent Collection.**

As this is written, these are the "permanent collections" that are on display.

**International Motorcycles** – This includes a collection of about 35 significant motorcycles produced throughout the world. Some have connections to celebrities.

**Steve McQueen** – McQueen didn't know if he was an actor who raced, or a racer who acted. His life and his devotion to motor sports are explained. Motorcycles and some artifacts once owned by McQueen are shown.

**Cars and Society** – This is the largest of the exhibits in the museum. It includes significant automobiles that were produced between 1909 (an International Harvester(nc) and 1981 (a Delorean(nc) DMC-12)

**The Plank Road** – This exhibit speaks to the difficulties of driving before modern road systems were built. In this case, the problems of traversing a plank road in the California's Imperial Valley are shown.

**Louie Mattar's Fabulous \$75,000 Car** – (See below for an explanation of this exhibit.)

**Indian Motorcycle** – This exhibition deals with the birth, death, and many returns to life of the brand. Several of the





bikes are on display which illustrates the story.

**Harley-Davidson Motor Cycles** – Like the Indian display, this exhibit tells the story of this fabled motorcycle manufacturer. Numerous Harley's are on hand to enhance the story.

**Barn Finds** – Uses a 1928 Studebaker that was idled and parked in 1966 to illustrate what is involved to bringing a barn find back to life. This includes the difference between restoring a car and preserving a car.



### **The Temporary Exhibits - Current**

**“Vision and Reality”** This exhibit explores how automobiles come to exist. First, there is a concept or idea about a car that evolves into sketches or preliminary drawings that adequately capture the vision of a car. Next there is a design review that spots design limitations imposed by the realities of physics or engineering capabilities. Then wooden frameworks are built and clay models are created. Experimentation follows with prototypes, getting reactions from consumers, and testing operation in very cold and very warm environments. Then ‘reality’ sets in and the “dream car” may or may not be brought to market. If there is a “go”

for production, the process always dictates that the final product will be different from the initial vision.

To illustrate the nature and outcomes of this process the museum has procured a number of “one of one” cars. They include a handmade vehicle put together by a San Diego designer - the Aerodyne(nc); a prototype Corvair (nc) by Pininfarina; and a concept car, the Dodge Storm(nc) Z250 (Zeder) by Bertone.

### **The Temporary Exhibits - Offered in the Recent Past**

**“Recent Past -30 Years – Three Decades in the Rearview Mirror”** – A retrospective on what’s happened at the museum since its founding in 1988.

**“Steampunk”** – Examined how this sub-set of science fiction literature was influenced by steam powered machines and vehicles.

**“Glorious Hot Rods – Diamonds of the Road”**

**“No Roads Required”** – Exhibit focused upon off-road vehicles

**“Japanese Steel”** – A focus upon cars of Japanese origin.

**“Star Cars – As Seen on TV”**

A couple of comments about the exhibits. First, upon my visit to the museum several years ago, the temporary exhibit that was then in place featured “Low Rider automobiles.

Before seeing this exhibit, I had zero interest in low riders and thought they were quite silly. However, if one ignores the general concept of the car and focuses upon the design, craftsmanship, artistry and paint work on these cars, one can enjoy looking them over and, certainly, respect the folks who transformed the cars into what they are. Ironically, the next temporary exhibit at the museum, following the close of the “Vision and Realty” exhibit, could be a more current version of the “Low Rider” exhibit that I saw

years ago.

Of the permanent exhibits, one that I found the most fascinating had to do with Louie Mattar’s 1947 Cadillac four door sedan. Mr. Mattar was an adventuresome sort and decided to set a cross-country endurance record by driving from San Diego to New York and return - non-stop. He modified his car, built a trailer for water, gas and supplies, and, in 1952, did what he intended to do. The details would take up too much space to describe. But, one can see the car in the museum and learn all about how the task was done; or check it out on the museum’s Web site.

About 15 to 17 cars make up the permanent display

## If You're NEAR...

continued

called the “Cars and Society” exhibit. About 9 of these really are “permanently” in the exhibit. But the museum has about 25 more interesting cars in various stages of restoration and occasionally, it possesses cars offered on loan. Thus, five to eight cars from this group (which may reflect new developments or trends in the world of automobiles) may, for varied period of time, find their way into the “Cars and Society” display.

Here are examples of the cars one might see in this part of the museum. 1929 L-29 Cord; 1928 Studebaker Coupe; 1931 Cadillac 452; 1937 Lincoln Zephyr; 1953 Jaguar XK 120; and, of course Louie Mattar’s 1947 Cadillac.

More than 35 motorcycles are on the floor and available for viewing. This represents a bigger commitment to showcasing motorcycles than I’ve seen in other car museums I’ve visited.

### What Else is in the Museum?

As with most museums, there is usually something there in addition to the vehicles. Here are some of the “other things” you will find in the San Diego Automotive Museum.

of Car Clubs provides support to and promotes a variety of automobile-related events in the Greater San Diego Area. It facilitates coordination and cooperation among clubs, local businesses, and other organizations that support the local car community. This group holds monthly meetings in the San Diego Automotive Museum, making the museum a focal point for local car people, and very visible among folks who are the most likely to support the museum and its goals. In return, the museum can serve as an important resource for the clubs and for other hobbyists in that area.

### The Balboa Park Advantage

With its location in Balboa Park, the museum is quite advantaged. Instead of dragging a disinterested spouse, significant other, or family members to “another car museum,” the car lover can say, “But, we aren’t only going to see just cars, we are going to see \_\_\_ (fill in the blank), which is nearby.

If the reader is not familiar with Balboa Park, you need to know that its 1,200 acres makes it the largest cultural park in the U.S. It is the location of 17 museums, gardens,



Library - The museum proudly reports that it is “home to one of the finest collections of automotive research materials on the entire West Coast.” Volunteers are available to owners, restorers, and others find answers to elusive questions about their vintage vehicles.

“Hall of Fame” and other displays of automobilia, Model car collection, Gift Shop, hands-on children’s play area, and automotive-themed summer camps for kids. There is also an availability of spaces for weddings, parties, business meetings and the like.

### The San Diego Association of Car Clubs “Connection”

With roots going back to 1985, the San Diego Association

performance venues, and the world famous San Diego Zoo. And all of this is a stone’s throw from the heart of San Diego.

When the building now used by the museum was built in 1935, it was adorned by 8 x 18 ft murals that depicted the growth and development of San Diego up to that time. The artist who created the murals did so under a grant from the Works Progress Administration (the WPA) during the Great Depression of the 1930s. The original murals were made of wood. Over the years, they degraded, were removed from the building, and pretty much got lost.

The museum is currently raising funds to have the murals re-created (in porcelain this time) and once again added to



the building's exterior. Art lovers may find this aspect of the museum to be of interest.

### **The Bottom Line**

I looked at what a few others had said about the museum when asked. They liked it that "Every car in the collection has an interesting story behind it." Another said that: "They have great information about all of the cars on display." The only negative seemed to be that the number of cars on display was somewhat fewer than some visitors had expected.

My own "take" on this museum is that even though the car collection might be smaller than some, it is most interesting and is filled with plenty of other things that will also be of interest to the car buff. I enjoyed my visit to the museum when I saw it several years ago. I'm sure I would enjoy it even more today.

To the car lovers who may also be motorcycle fanciers, this museum may have more appeal than most car museums. The celebrity ties to many cars and motorcycles in the collection will likely be of interest to members of your party who are not that interested in cars or motorcycles. There are definitely enough attractions in this museum to justify one's time and the effort expended to get to it. Depending upon the depth of your interest, I would allocate no less than one hour, and as much as two and one-half hours to take in the full measure of what this collection has to offer.

**Parking:** There is a lot adjacent to the museum itself. That should "work" on weekdays, but a visitor may have to park a little further away on weekends. Public transportation from downtown San Diego is also an option.

**Food:** If a visitor wants to get a bite before or after a visit to the museum, a small café is nearby. Other dining choices are available within about a fifteen minute's walking distance.



*Appreciation is expressed to Pandora Paul Sordon, Curator and Education Director, San Diego Automotive Museum for her assistance and for granting permission for information and images from the museum's Web Site to be used in the preparation of this column.*



**San Diego Automotive Museum**  
**2080 Pan American Plaza**  
**San Diego, CA 92101**  
**619 398 0314 Phone: 619-231-2886**  
**[sdautomuseum.org](http://sdautomuseum.org)**

**Regular Hours:** 10 a.m. to 5:00 p.m. daily  
(Last admission at 4:30 p.m.)  
**Closed:** Thanksgiving Day, Christmas Day, and New Year's Day.

**Fees:** Adults: \$12;  
Seniors, Military with ID,  
Students with ID: \$8  
Youth 6-15: \$6  
Under 5: Free

## Louie Mattar's Fabulous Car

*LIFE* magazine, in a March 1952 article, told its readers Mattar was "a San Diego garage owner with a big imagination."

A man, a car and a dream. Soon after purchasing his 1947 Cadillac, Louie Mattar began the process that resulted in the creation of this dream car. In 1952, he and two other men established a cross-country endurance record by driving the Cadillac from San Diego to New York and back without stopping. Their trip totaled 6,320 miles and required refueling from a moving gas truck three times!

During the trips, Louie and his co-drivers had all the comforts of home, although space was limited. The equipment in the back seat includes an electric stove, a refrigerator, a washing machine, a chemical toilet, an ironing board, a medicine cabinet, and a kitchen sink. All of these appliances can be stored under the back seat cushions. Up front, in addition to the many switches and dials surrounding the dashboard, are a nationwide mobile telephone, a tape recorder, a bar, a public address system (which has speakers in both the trailer and on the hood of the car), and a Turkish water pipe. On the right running board is a shower and at the rear taillight is a drinking fountain!

The car holds 50 gallons of water, with a reserve of 30 gallons in the trailer. The trailer also holds 230 gallons of gas and 15 gallons of oil in addition to the dining area at the end. The car automatically refills the radiator and changes the oil, and the axles are drilled, which allow the tires to be inflated while turning. Hydraulic jacks allow the wheels to be raised for changing while moving. This could be accomplished from a movable platform that attaches to the car. Clear panels in the hood allow the car to be driven while the hood is open for repairs or adjustments. Under all the modifications is a stock 1947 Cadillac engine.

It took Louie Mattar 5 years and \$75,000 to make his dream a reality. But this car was worth far more to Louie. He said, "If I sold that car and had all the money in the bank, I wouldn't meet the important people I do. That's worth all the money in the world." (from the *SDautomuseum* website)



Taillight drinking fountain





## Like Stepping Across the Pond: A Visit to the British Car Festival

*By Charles F. Falk*

In September 2018 I attended the Annual British Car Festival, the 32nd outing of a show that has, for the last few years, been held on the grounds of the Harper College Campus in Palatine. This is a big show and, in my opinion, one of the top five car shows held in the Chicago Area during the year.

The Festival is staged by The British Car Union, an organization formed in 1986 by a group which describes itself as "...dedicated British car enthusiasts who just love getting together to view, discuss, trade ideas (and sometimes cars), assist each other in finding parts, resources and information on British cars and motor cycles." The Union is made up of representatives from 20 different Chicagoland British Car Clubs "...whose sole purpose is to coordinate the events critical to making the British Car Festival a success each September."

The sponsors describe the show, which typically draws 400-500 cars each year, as "one of the finest displays of British cars and motorcycles in the USA. Where else could you experience Aston Martin, Austin, Austin-Healy, Bentley, Triumph, MG, Lotus, Morris, Morgan, Jaguar, Jensen Healy, Mini Cooper, Sunbeam, English Ford, DeLorean, Metropolitan, Land Rover, Riley, Rolls Royce and TVR vehicles so close and personal." Many of these marques, of course, include models that the Classic Car Club of America qualifies as true "classics." There may have been other cars belonging to Greater Illinois Region membersthere, but I did recognize Steven Styer's 1936 Bentley Saloon (picture, bottom right) among the classics on display.

The appeal of the marques displayed in the British Car Festival for me is probably traceable to experiences in my impressionable youth when I first saw and drove a new Morris Minor(nc) during a family vacation in Vancouver, British Columbia. I was about twelve, and was astonished to see that the Morris was about half the size of American cars at the time and so much fun to drive. It was also on that Canadian trip that I was struck by the beauty of the Jaguar XK120, which I saw for the first time. A few years later, as a teen-ager who was actually licensed to drive, I happily drove a friend's yellow 1950 MG TD on a number of occasions.

Over time, I grew fond of the Triumph TR6(nc) and the Jensen-Healys. I thought I knew my British cars pretty well, but I was taken by surprise to see a Jowett Javelin(nc) sports car. I learned that only about 900 of these were made from 1950-54. Another surprise was seeing a somewhat modern-looking red, two-seat MG RV8(nc) roadster with right-hand drive. I learned that 1983 of these cars, with Rover V-8 engines, were made from 1993-1995--almost exclusively for the Japanese market. I'm sure other visitors to the

festival had their own surprises.

In addition to the cars, the well-organized festival includes vendor's stalls for parts-swap items, accessories, services and the like. A few car dealers bring out examples of the latest, new high-end British cars with which to tempt. Food tents and food trucks offer a nice selection of food options. Port-a-Potties were in abundance. The once-barren Harper College campus offers a very nice backdrop for the whole affair. And for spectators, it's all free!

In all, the British Car Festival is a very nice place to spend part of a pleasant September Saturday.

WHEN: September 8, 2019

Show event — 9:00AM to 3:00PM

Registration — 9:00AM to 12:30PM

Awards — 3:00 PM

WHERE: Harper College

1200 West Algonquin Road

Palatine, Illinois 60067-7398

WHO: Any British auto or motorcycle qualifies and may participate. All registrant show vehicles must carry valid and current registration and insurance coverage per state liability requirements!



# Mostra Scambio

*By Burt Richmond*

*Our members do get around. Burt Richmond recently went to Italy to do some parts shopping.*

In 2003, I asked a friend in Italy if he could get me a few parts for my vintage Fiat Topolino. He encouraged me to come and find what I needed, as any ricambi (parts) for most European vehicles, be they cars or motorcycles, could be found at any one of the Mostra Scambios, which we English speakers would call an Italian Flea Market. Held almost every weekend someplace in Italy, the two largest are held at Reggio Emilia around the first weekend in April or at the Imola race track in late September. To kill two birds with one stone, I scheduled a business trip to Italy a few days prior to the Reggio Emilia weekend, held at the local agricultural Fair Grounds. It was easy to find as there are three dramatic



bridges that cross the Autostrada between Milan and Bologna that lead directly to the fair grounds.

I was looking for vintage ivory dash knobs and a pair of old style semaphores that mount on the side

of the car. Not only did I find exactly what I needed, but I tripped into a whole new arena of used parts for an old BMW motorcycle and a pair of shock absorbers for my 1953 Citroen(nc).



There are 3,700 vendors of complete cars, trucks, tractors & motorcycles that have exhibits or displays spread out over 53 acres. Three large buildings enclosing an acre each hold parts of every description. The balance of the land is paved with row upon row of camper vans, trucks and pop-up tents in organized rows. While the majority of parts are Italian manufacture, the shock absorbers came from a Belgian vendor and the BMW ricambi was bought from a Czech

seller. British sports cars and motorcycles were abundant, as are 356 Porsche parts. We even see a reasonable amount of US made cars and parts.

If you are looking for a Lancia Fulvia, you are guaranteed to find at least four in various states, from too complete to be a parts car, to one of almost Concours condition with pricing to match condition. I have found that Reggio Emilia is easier to navigate and remember where the King of Pistons or the speedometer specialist is located. There are vendors who have very orderly display cases for vintage colored cloth covered wiring so you can replicate the original wiring harness for your 1936 MG Midget or your 1928 Peugeot. I have not had any issue communicating with the many languages one hears during requests for ricambi or full machines. The love and appreciation of the vehicles seems to be a universal tongue. Sign language, a photo of what you need or a dwg with dimension usually gets the results. I have had vendors say "No", they do not have an axle for my Moto Guzzi, but they will direct me to their amici in Building C who probably has one.

It is estimated that the Friday, Saturday & Sunday crowds total over 40,000 enthusiastic shoppers. Gates open to the public at 9:00 am every day, with lines to purchase tickets beginning to build by 8:00 am. Poliza manage crowd control. We learned a few years ago, that the smart thing to do is purchase a vendor pass for €35.00 that allows you to bypass the huge ticket lines and also to arrive before the crowds get in to scoop up those bargains.

Why buy the 3-Day vendor pass? Because it takes a full three days of walking up and down all those aisles searching for that precious item you need to complete your restoration project. The camaraderie and the exercise means you will sleep soundly and have an enjoyable immersion in parts acquisition. Think of it as Hershey with pasta, ensalada Caprese con Balsamico and great vino under Italian sunshine!





## Custom '47

Kevin Anderson of Indianapolis, Indiana, is no stranger to the custom world; in fact, he has had a hand in designing and building a number of noteworthy customs over the past few years.

Having always held a fascination with Cadillac body styles of the '40s, Kevin began looking at original factory brochures to help shape his vision of what he wanted his newest project to look like. While on countless road trips with good friend Mike Boerema, owner of Gas Axe Garage in Allendale, MI. The pair would often discuss cool ideas for potential builds. Boerema was already well-known for building ultra-traditional hot rods.

This particular Cadillac platform had not seen much in the way of customizing. Further exploring only located one; a Barris-built Carson-topped '42/'46 Cadillac convertible. With little to go on, the duo blended their ideas for the final design into a chopped and dropped Carson-capped coupe.

Sourcing a 1947 Cadillac convertible proved to be pricey as well as pretty unobtainable, however, there were a number of Series 62 four-door sedans available on the market. Kevin located a low-mile factory original one-owner car for sale at a museum in Minnesota. He had Boerema measure a factory convertible along with a four-door to see if the proportional values were close enough to take on the transformation. Fortunately for them, they were exact.

The car was disassembled and the parts blasted clean. Subtle modifications were made to the frame to support a new slammed stance.

To convert the four door to a two door, they moved back the B pillars to accommodate modified Sedanette doors, crafting new door frames and vent windows. Front fender pontoons and rear fenders were welded to the body. A perfectly balanced 5" chop accented the staggering 17" roofline drop of the Carson-styled top, done in oyster colored Haartz cloth.

They completely refreshed the factory engine, starting with a complete disassembly of the 346ci V-8. The block and complete rotating assembly were massaged to perfection and once again matched to the factory cam. The car sports a set of original steel wheels and a set of 15-inch-wide Kelsey Tire/Goodyear Super Cushion whites crowned by Cadillac caps, extended rear skirts, custom stainless trim, shaved door handles, and painted a Kolor Crystal Cadillac Cobalt Blue Candy.

The stock dash and gauges were kept and the steering wheel resized. A leather interior with brocade inserts sports new side panels and a headliner accented by stainless spears and custom designed crystal door pulls.



*A 1947 Cadillac four door sedan*



*The custom '47 Hot Rod*



*Taken from MSN autos and originally featured on Hot Rod*

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## CLAUDE OHANESIAN

## OUR COMMITMENT

Throughout his career, Claude Ohanesian has managed nearly \$275 million in assets. Prior to opening CGO Wealth Management, he



spent 28 years working at Smith Barney; there, he represented the top 1% of advisors as a Director's Council Member for over 10 years, and served as Managing Director from 2008 - 2010. Claude is a Registered Investment Advisor.

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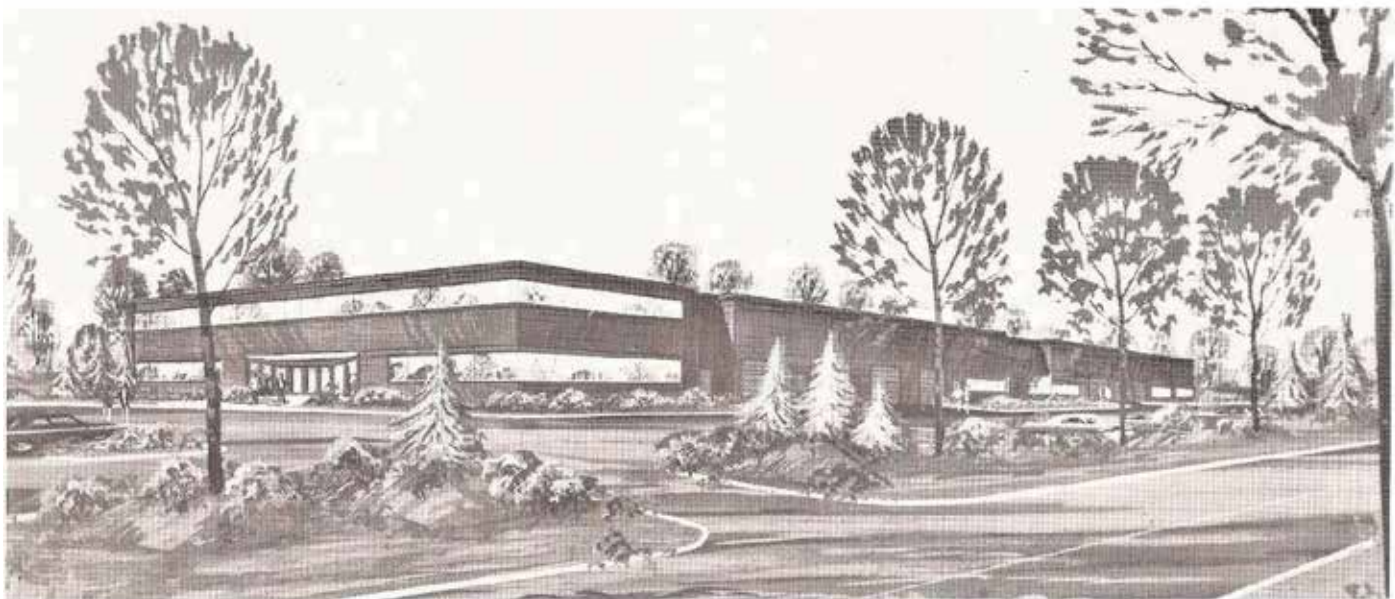
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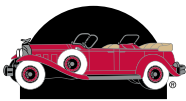


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## CLASSIC CAR CLUB OF AMERICA

### Approved CCCA Classics

The Classic Car Club of America defines a Classic as a “Fine” or “Distinctive” automobile, American or foreign, built between 1915 and 1948. Generally, a Classic was 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. \*Cars prior to 1925 are currently under review.

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](http://classiccarclub.org/grand_classics/approved_classics.html)

A.C.	Cord	Horch*	Maserati	Squire
Adler	Corinthian	Hotchkiss	Maybach	S.S./SS Jaguar
Alfa Romeo*	Cunningham	Hudson	McFarlan	Simplex
Alvis	Dagmar	Humber	Mercedes	Simplex-Crane
Amllcar (considered)	Daimler	Hupmobile	Mercedes-Benz	Stearns Knight
Apperson	Daniels	Invicta*	Mercer	Stevens Duryea
Armstrong-Siddeley	Darracq	Isotta-Fraschini	M.G.	Steyr
Aston-Martin	Delage	Itala*	Miller	Studebaker
Auburn	Delahaye	Jaguar	Minerva	Stutz
Austro-Daimler*	Delaunay Belleville	Jensen	Nash	Sunbeam
Ballot	Doble	Jordan	National	Talbot
Bentley	Duesenberg	Julian	Owen Magnetic	Tatra
Benz	Dupont	Kissel	Packard	Templar
Biddle	Elcar	Kleiber	Paige	Triumph
Blackhawk	Excelsior	Lafayette	Pathfinder	Vauxhall
B.M.W.	Farman	Lagonda	Peerless	Voisin
Brewster	Fiat	Lanchester	Pierce-Arrow	Wasp
Brough Superior	Fox	Lancia	Railton	Wills Ste Claire
Bucciali	Franklin*	LaSalle	Renault	Willys-Knight
Bugatti	Gardner	Leach	ReVere	Winton
Buick	Georges Irat	Lincoln	Richelieu	
Cadillac	Graham-Paige/Graham	Lincoln Continental	Roamer	
Chadwick	HAL	Locomobile	Rohr	
Chrysler	Heine-Velox	Lozier	Rolls-Royce	
Cole	Hispano-Suiza	Marmon	Ruxton	

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

**YOU DON'T HAVE TO OWN A CLASSIC CAR**  
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Regional dues are \$30 single, associate \$5 (spouse or significant other). Life Time memberships also offered. You must be a national member to be a local member

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



Well it seems we jumped right from April to August weather-wise. But the "April Showers" are still continuing. At least it didn't rain on us at Oakbrook and the cool temps that day were a welcome change from the past couple of years.

July and August are high vacation season for a lot of folks. Summer. Road Trip. Do we still take them? Do you have some great memories of a special trip? I thought it might be fun to take a look back at how the road trip may have evolved over the years, hence the timeline on page

14. With cars and 'highways' a relatively new thing, I was most surprised to see a 'Tourist Center' in the '30's.

When I was a kid, it seems like everyone who packed the family in the car for a vacation headed West. I had an uncle who did that almost every year. I was always envious of my cousins when they went on those trips. I watched the home movies and looked over the black and white photos they always brought back with delight. Maybe that's why I love to travel and do so whenever I can - I wasn't allowed to go back then, but nothing is stopping me now.

I am taking a trip out West this summer. Again. To beautiful Park City, Utah. I have a daughter and son-in-law that live there so I take advantage of their invitation to come visit whenever I can. But It's not exactly a road trip - I'll be going by rail.

I love taking the train. It's so relaxing to just sit back, and let someone else do the driving. The observation car is always open and a great place to 'rubberneck' when going through scenery you can only see from the train - especially in the mountains. Roomy seats are perfect for relaxing, a nap, or reading a good book. And there is always opportunity for some interesting conversations in the observation or dining cars.

I do sometimes get the urge to hop in the car and just drive - take a real road trip. I'd like to take the back roads though, not the interstate. Much more chance of seeing some interesting sights. Which brings to mind the upcoming Fall Tour in October. Fall is always a great time for a road trip. Throw in a couple of good car collections, a museum or two and you have all the makings of a fun road trip.

~ *Maureen*



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

### ***Call for Stories and Ideas***

If anyone has an idea for an article you would like to submit, please do so! I know all of you have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming!

And if anyone is interested in contributing a regular column (just three times yearly) please contact me. I would like to add a regular column on some aspect of restoring or keeping up your Classic... could be Technical, Restoration, Paints and Finishes related, or ??? Maybe you do auto cartoons, or crosswords. I am open to ideas. Let's talk!

And remember - If you have a car you would like featured, give me a call at 815-483-8216.







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