

# The DASHBOARD

Summer 2017



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

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Glossy full color magazine Published 3x yearly  
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Full Page	\$750
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## Upcoming Events

**August 20 - Pebble Beach Concours d'Elegance**

**August 27 - Geneva Concours d'Elegance-** Geneva, IL

**September 8 - 10 - Ephraim Hill Climb & Concours**  
Ephraim, WI in Door County

**September 9 - MIRPA "Meadowdale Motorsports and Memories"** - Carpentersville, IL  
GIR members are invited to participate.  
Call 847-421-2891 for registration and information.

**October 1 - Northern California Grand Classic & Niello Concours**  
Serrano Visitor's Center - El Dorado Hills, CA

**October 14 - 22 - Scenic West CARavan:**  
Carefree, Arizona to the Grand Canyon, Lake Powell, Monument Valley, canyon de chelly and Sedona.

**October 21 - One day Fall Tour** - Save the date.

**November 19 - Annual Dinner** - Arlington Park  
Save the date. Details TBA



## LETTER from the DIRECTOR

Hello GIRCCA members

As I sit in yet another airport I can't help but think, "where did the summer go?" I hope your reflections on the warmer weather are filled with unique and special auto related experiences. It would be extra special if those car creations contain some driving and socializing with your car club community.

We have many dates still on the schedule that I hope you can include in your plans. The Geneva Concours is just around the corner. There is the annual Labor Day ACD reunion in Auburn. And of course, the granddaddy of all swap car shows in Hershey to look forward to. We in GIRCCA have another special fall tour shortened to 1 day that should accommodate just about anyone's schedule. And of course there's the annual dinner at Arlington Park to look forward to in November.

Have you acquired a new toy for the collections this year? We would love to hear about them all. Please submit any car related musings to our publications editor Maureen Blevins.

Wishing you most enjoyable end of summer adventures.



CORD'ially,

*Russ*

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## Milwaukee Concours d'Elegance Announces Winners

A diverse array of spectacular automobiles spanning decades made Veterans Park on Milwaukee's lakefront the place to be on Aug. 6, 2017, for the 13th Milwaukee Concours d'Elegance. The Milwaukee Concours d'Elegance is an invitation-only competition in which owners of the best of the best are asked to show their vehicles and compete for class and prestige awards.

2017's theme, Speed – Then & Now,” attracted unique and stunning examples from 15 states, comparing original supercars up to the early 1930s to today's fastest machines. Other special features included a focus on alternative power with early electric and steam cars, Rolls-Royce, orphan Muscle Cars, and the 60-year anniversary of Edsel.

Congratulations to these members of GIR who were 2017 class and prestige-award winners:

### Alternative Power:

*Award of Excellence:* 1908 White L Steam Car Roi des Belge Touring, Bob & Jackie Lederer, Elk Grove Village, IL

*Rolls Royce:* 1st Place: 1927 Rolls Royce Phantom I Newmarket, Dennis Heywood, Monee, IL

*Classic Era Closed:* Award of Excellence: 1947 Cadillac Fleetwood Sixty Special, Chaz Bartucz, Kenosha, WI

*Classic Era Open:* Award of Excellence: 1934 Packard 1104 Roadster, Michael & Christina Pavlak, Oakbrook Terrace, IL;

Award of Excellence: 1930 Packard 75 Deluxe Roadster, Tim Wiggins, Aurora, IL

### Premier Award Winners 2017

*Best Original:* 1926 Rolls Royce Phantom I Brewster Trouville Town Car, Bob & Sheila Joynt, Batavia, IL

The complete list of winners can be found on their website, <https://www.milwaukeeconcours.com/> under the NEWS tab.

Next year's concours has been tentatively set for the weekend of Aug. 4 – 5, 2018



— HORSEPOWER ON AND OFF THE TRACK. —

# LIVE RACING AND ENTERTAINMENT

May 5 – September 23

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## Annual Meeting, Reno, NV

**Each time** I start an article about the annual meeting, I say “if you haven’t been to one, you really need to go” and that is true again of this year’s event in Reno. We started with an early bird event touring through the Northern Sierra Nevada Mountains and a tour of the Lake Tahoe Maritime Museum. The Museum provides a great history of boats and boating on Lake Tahoe from the early beginning when it was the primary form of transportation, through the beautiful wooden boat period up to modern times with restoration and display of the Classic Craft. It was followed by lunch in the picture-perfect setting of Carnelian Bay. The mountains provide simply wonderful viewing in all directions. The bus rides to and from are always interactive with other CCCA members; a time to catch up and share activities and updates with people on children and grandchildren and new acquisitions of cars and grandchildren!

Thursday started early with breakfast at 6:30 am to get everyone fueled up for the Annual Membership meeting. This is one of the few real “meetings” that are held at the



Annual meeting and provides members an opportunity to receive updates on various committees such as Publications, Finances, Website, and Administration and upcoming CARavans and Grand Classics that are scheduled. Election results are read and current board member Howard Freedman and myself were elected to another term on the board and new board members Thomas Quick of the St Louis Region and Jeff DeMarey of the New England Region were welcomed aboard. One more short meeting followed in which officers were elected; Tom Jones was elected to serve a second year as President, I was elected to serve a second year as Vice President as well as Secretary and Howard Freedman was elected Treasurer.

Thursday afternoon we traveled by bus to two different unique collections in Minden after a stop at the Nevada Railroad Museum. The Ted Bacon collection features about 100 cars, many of them original and unrestored, dating from the 1915 to 1925 era and has been maintained since his passing in 2010 by son Ned who gave us all a tour of the wonderful cars he has, both restored and unrestored.

The Bill and Dorine Ramsden collection of mostly Full Classic® Packards is a wonderful place to visit not only for the cars but also for the old world setting; unique buildings include an old general store. They host many social events on their property so the public can enjoy it as well. (Note: Their beautiful 1932 Packard 903 Convertible Victoria was featured on the cover of the July 2016 Bulletin.) Thursday night was a great social opportunity with plenty of food and drink at Walley’s Resort in Genoa City; a hot springs resort that is very well known and located near the first thirst parlor, the “Genoa Bar” which was patronized by Mark Twain and Teddy Roosevelt.

After the Regional Relations meeting and Publications meetings on Friday, we were off for the highlight of our trip; a tour of the Robert Lee Collection. Not only impressive in size and scope, spanning the earliest years of the motor car,



*A Ramsden building housing many antique items from the last century. A lonely, rusted 1930 Packard out front adds ambiance.*

*The Bill Ramsden collection near Minden, NV.*







*Scenic overlook of the Washoe Valley*

but containing many historically significant examples of fabulous marques. Many cars were New York or Paris show cars and each is a unique and a rare example of American and European Full Classics®, Not to mention over 30 unique and one-off Ferrari's that were personally ordered from Enzo himself. Alas, no pictures were allowed but some professional photos will be shown in upcoming CCCA



*A picture-perfect day at beautiful Lake Tahoe*

publications. We were individually greeted at the door by Ann, Robert's widow, who welcomed us all and provided live music, snacks, and beverages after we completed our tour.

Friday night we had a splendid tour of the National Auto Museum where we were lucky enough to host the Regional Awards banquet. How fun to award the various regions for



*Early Engines of the Virginia & Truckee RR-Nevada State RR Museum*



*Tour participants in an unusual round window train car-#22*

McKeen Motor Car #22 was purchased in 1910 to service increased passenger travel between Reno, Minden, and Carson City. This 70 ft self-propelled car had a capacity of 84 riders. About 150 of these 'wind-splitter' cars were manufactured in Omaha Nebraska. No. 22 is the only fully functional restored car in the world. Rebuilt in 1932 to carry fewer passengers, Car 22 provided daily round trip service between Reno and Minden until Nevada Day (Oct. 31), 1945. Donated to the museum in 1996 it was fully restored and unveiled exactly 100 years to the day it arrived in Carson - May 9, 1910. In its intervening years it spent some time as a diner.



all their hard work throughout the year AND be amongst some really great cars! Pictures of recipients were taken in front of the famed Thomas Flyer.

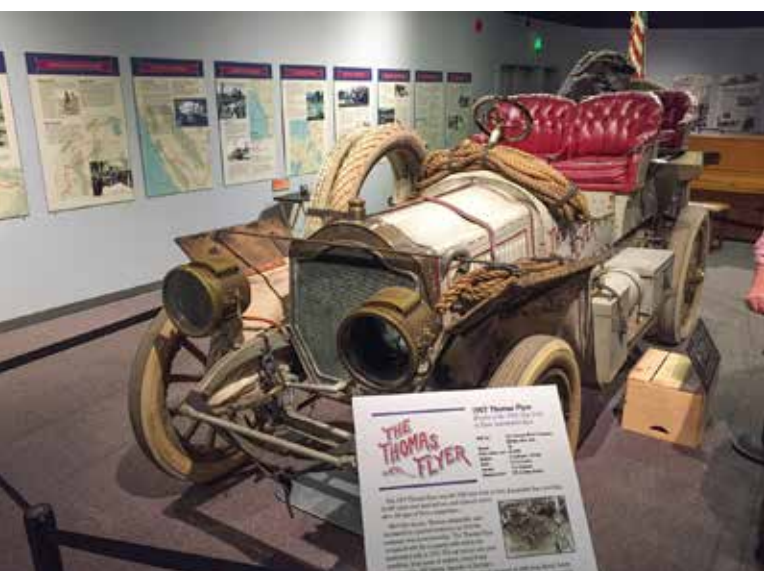
As is traditional with an annual meeting, a Grand Classic is held on the last day and a beautiful selection of cars surrounded us in the Tuscany ballroom for both a buffet lunch and the awards banquet for dinner. Over 30 cars were on display including a 1932 Duesenberg Tourer owned by Judge Joe Cassini. I had the honor of helping choose the Roy Warshawsky Award for the best Classic at the Annual Meeting which went to Skip and Susan Tetz with their 1937 Cadillac Imperial Cabriolet.



*Bob Joynt studying the one-off Duesenberg roadster*



*The early bird tour on Wednesday included a tour to Lake Tahoe, lunch at Gar Wood's Grill on the lake and a surprise stop at the spectacular Hamilton collection - full of exotic and rare European automobiles plus a few Duesenbergs. Pictured here are (left) an antique Hotchkiss and a very early Rolls Royce and these rare European woodies (right).*



*The National Automobile Museum has its origins in the Harrah Automobile Collection and covers the full scope of automobile history. A number of historically-significant cars are displayed in a museum setting including the famed Thomas Flyer.*





1933 CL Chrysler LeBaron Phaeton one-off design

Branson, Missouri is the location of the 2018 Annual Meeting. Please make plans now to join us there April 11-15 for a great event with good cars and good people!

~ Carrol Jensen

*Cars slated for Saturday's display and judging were brought into the hotel ballroom. A buffet lunch was held within that same location—another great opportunity to enjoy the cars and car people. Thorough CCCA judging requires two stages of judging: operational checks, carried out when the cars are brought into the hotel with the final static judging conducted Saturday morning in traditional Grand Classic-style evaluation.*



Phantom Corsair - custom body by Bohman and Schwartz built for Rust Heinz (yes, of the ketchup fame) on a 1938 Cord 812 chassis and a 1932 Duesenberg Derham Tourster being judged.





# The Great Race

*In 1908 in the middle of winter, six cars from around the world embarked on a grueling journey - the New York to Paris automobile race. It's a remarkable story of man and machine against unimaginable odds.*

At 11:15 AM on February 12, 1908 a gunshot signaled the start of the race - the first of its kind among automobiles. Six cars representing four nations were at the starting line in Times Square for what would become a 169-day ordeal. The national flags of Russia, France, Italy and the United States flew, with the Protos representing Germany, the Züst representing Italy, three cars (De Dion-Bouton, Motobloc and Sizaire-Naudin) representing France, and a Thomas Flyer competing for the United States. Ahead of the competitors were very few paved roads, and in many parts of the world no roads at all. Often, the teams resorted to straddling locomotive rails with their cars riding tie to tie on balloon tires for hundreds of miles when no roads could be found.

The American Thomas Flyer was in the lead crossing the United States arriving in San Francisco in 41 days, 8 hours, and 15 minutes. It was the first crossing of the US by an automobile in winter.

The route then took them to Valdez, Alaska, by ship. The original intent was to drive across the frozen Bering Strait but impossible conditions in Alaska forced the entire race to be rerouted across the Pacific by steamer to Japan. Then it was on to Vladivostok, Siberia by ship to begin crossing the continents of Asia and Europe. Only three competitors made it past Vladivostok: the Protos, the Züst, and the Flyer.

The spring thaw in the plains of Siberia and Manchuria were endless quagmires, making progress extremely difficult. At one point, the American team pulled the Germans out of the mud. More than once forward movement was measured in feet rather than miles per hour and teams of horses pulled them through snow. Eventually, the roads improved as Europe approached.

The Thomas arrived in Paris on July 30, 1908, having covered approx 16,700 km. The Germans, driven by Hans Koeppen, actually arrived in Paris four days earlier, but were penalized a total of 30 days for not going to Alaska and for shipping the Protos part of the way by rail car, thus giving the win to the Americans. George Schuster was the only American to go the full distance from New York to Paris. The Italians arrived later in September 1908.



*Archive photos (courtesy of TheGreatAutoRace.com)*

The race, co-sponsored by the New York Times and the Parisian newspaper Le Matin, was of international interest with daily front page coverage by the Times. The significance of the event extended far beyond the race itself, helping establish the reliability of the

automobile as a dependable means of transportation, and taking the automobile from an amusement of the rich to a viable means of long distance transportation for the masses. It also led to the call for construction of improved roads in many parts of the world.

On entering the city gates of Paris, it was noticed that a front headlight on the Flyer was broken. Parisian regulations were that vehicles had to have two functioning headlights. Schuster reportedly said to the policeman "I have just come 169 days and 22,000 miles. I can see the Eiffel tower and you're telling me I can proceed no further?" A nearby bicyclist offered up his headlamp. Lacking the tools to remove the headlamp from the bicycle, they hoisted the entire bike onto the fender and crossed the finish line with a bicycle on the fender.

Out of view for several decades, in 1963 William Harrah purchased a Thomas Flyer and asked George Schuster to verify that this was indeed THE Thomas Flyer he had driven in the race. Completely disassembling the car, George found initials carved into a seat frame, added by a carpenter when they added a fourth seat, a clutch he himself repaired, and a crack in the frame, repaired in Siberia with boilerplate. Those little things that only George could have known helped identify the vehicle as *THE* one. Laboriously restored, the car was then taken to the desert outside of

Reno and driven until the wear and tear was recreated.

George Schuster, the winning driver of the Greatest Race, was inducted into the Automotive Hall of Fame on October 12, 2010. George died in 1973, at age 99.

A World Race Run was held in 2011, but not on the original route. In 2018 however, a 110th Anniversary Run will be made following, as closely as possible, the original route taken by those intrepid souls. To date, three automobiles are registered - a 1916 Studebaker (over 100



*George Schuster*

years old, this accomplished speedster crossed the US in 2011) owned by Dennis Barfield with mechanic Howard Street, a 1929 Model A owned by Jack and Mary Crabtree (this speedster completed the preliminary NY to Paris run in 2011), and a 1929 Model A Roadster Pickup owned by Jeff Mahl, great grandson of George Schuster. The race is open to makes and models 1972 and older.

If you feel you and your car are up for that adventure contact Jeff Mahl via [TheGreatAutoRace.com](http://TheGreatAutoRace.com).

## The Thomas Flyer

The E. R. Thomas Motor Company was a manufacturer of motorized bicycles, tricycles, motorcycles, and automobiles in Buffalo, NY between 1900 and 1919.

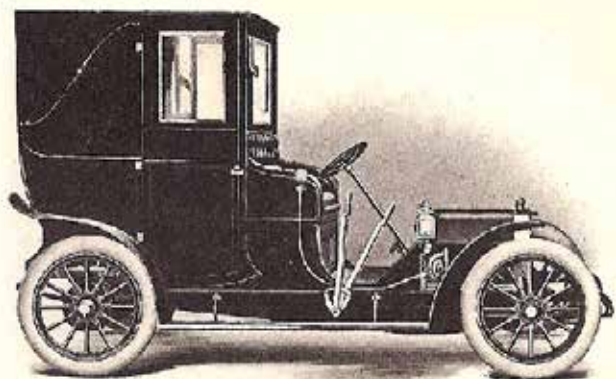
In 1896, Edwin Ross Thomas (1850 – 1936) of Buffalo, began selling gasoline engine kits for propelling ordinary bicycles. After forming the Thomas Motor Company, he began selling motor-assisted bicycles under the name Thomas Auto-Bi. By 1912, the demand for motorcycles had dropped significantly, and the company discontinued all production of two-wheeled machines.

Thomas Motor built automobiles from 1902 to 1919. The first Models were the 1902 Model 17, available in either a detachable rear entrance tonneau or runabout, equipped with a single cylinder 8hp and 2 speed planetary transmission. This was followed in January 1903 by the Model 18 with a sliding selective transmission and non-detachable Tonneau with rear entrance or runabout body styles.

The first Thomas to bear the



*1908 Thomas Town Car*



"Flyer" name was a 1904 touring car model and was the first multi cylinder vehicle produced by the firm. It was a 3 cylinder with planetary transmission. It was later changed to the trans axle transmission. Equipped with a tonneau, it could seat 5 passengers and sold for \$2500.

The 1907 Thomas Flyer weighed five-thousand pounds. It had a 4-cylinder, 60 horsepower engine that could reach speeds of 60 mph.



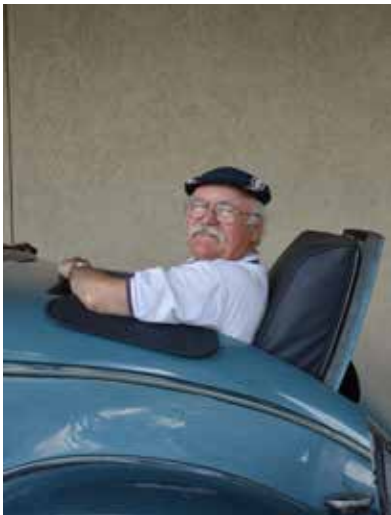
## Annual Oakbrook Fathers Day show

This year was the 49th consecutive Fathers Day show at the Oakbrook shopping mall. Weather-wise, we lucked out. Neither did it rain, nor did we swelter in the heat as we have in more than a few past shows on this date. Thankfully we had that going in our favor. Due to a few problems which could not be resolved beforehand, the show went on as planned but turned out to be comparatively small. Those issues have been and will continue to be addressed so that future shows live up to the public expectations of what this show represents.

In spite of those issues and a couple of auto and health related ones which also diminished the number of entries, the day brought out the usual crowds of people to the mall to admire the cars and do a little shopping and dining. It was after all, Fathers Day, and to many show goers, the Oakbrook Show is a longstanding, yearly tradition.



1932 Buick(nc) 4 door sedan



Bill Morris takes a break in the rumble seat of his '34 Pierce Arrow



Dan Herring whiles away the show hours in front of his 1958 Edsel(nc) by catching up on his reading (and his suntan)



1932 Auburn



Mark Spanikow

1935 Chrysler Airflow Kleinschmidt/Smith



1930 Lincoln

Reuben Taylor



## *The Classics*



1925 Rolls Royce Silver Ghost

Dave Shaddock



1936 Mercedes Benz

Cantore Family



1930 Packard

Mark Smith



1934 Packard

Ron and Michael Pavlak



1920 Locomobile Dual Cowl Phaeton

Bob & Sheila Joynt



1935 Auburn 8

Paul TerHorst



1933 Packard

Jim Tharp



1931 Pierce Arrow

Bill and Wilma Morris



## The People



Steve Grobl and his dad, Dave, have been at nearly every show since 1994.

Steve says "It is great to see so many of the friends we have made and their cars. It is also amazing to witness how many spectators come back year after year and "check in" to see how my dad is doing. We do not know their names but we do know their faces." Dave is now 89.



Jim Pater and his nephew Matt with the Pater's 1936 Ford(nc). The Pater's have also been coming to the show since 1994.

Jim's dad bought the car in 1991 and spent the next two years restoring it. Jim brings the car to the show every year in honor of his dad, whose dream it was to own a car worthy of bringing to the Oakbrook Classic Car Show.



Maxx and Rebecca Rodriguez (above) fill in on show day for Maxx's dad, Russ Rodriguez, as show coordinators



Carl Turano and George Canary (above) catch up on old times. Although neither of them showed their autos this year, they managed to come out and show their support. We missed seeing both of those cars!



Charles and Joan Falk (at left) enjoying the day with family at the show - two sons with their significant others, and Joan's brother.

(below) Jim Manak gets to spend time on Fathers Day with his daughter and grandkids.



(left) Joey and Angela Cantore may be checking to see if the keys are in the car as Joey's son, looking like a natural, gets comfortable behind the wheel.





*Always popular is Dennis Falduto's 1955 Ford Sunliner(nc)*

Many makes and models were represented but the centerpiece of this show always has been, and always will be, Grand Classics®. Kudos to Russ for doing a fine job again this year and many thanks to Jean & Tom Roche and Charles Falk, who manned the information booth for most of the day. The info booth brought us 9 new members last year and 2 (so far) from this year's show. Please consider lending a hand the next time sign-up is requested. If you like talking to and meeting people - this gig is for you!



*Alan Nowaczyk's 1929 Cadillac Sedan drew a crowd again this year. Although Alan has no plans to restore it, it's hard to convince some people that it is possible and that some of the cars on display may very well have looked like this prior to restoration.*



*Not sure of the make and model of this one but this little guy seems pretty happy with his ride*



*A 1933 Buick(nc) fitted to look like a Marshall Field delivery wagon*



*Returning once again was this 1968 Czech Velorex(nc), driven by Glenn Bukac*





## 1935 Packard Super 8 Coupe Roadster

Steel over wood construction

Weight: 4,800 lbs

Wheelbase: 139"

Length: 19ft with rear spare

Engine: 384.6 cu in

Horsepower: 150

Vacuum assist power brakes

Aluminum head

Dual point ignition

Additional Features: Rumble seat has foot rest, padded arm rests and courtesy light

Adjustable ride control

Thermostatically controlled radiator shutters

Gas/oil dual gauge

Electric clock

Map light

Two glove boxes, two golf bag doors

Running board courtesy lights

Original Cost: \$3070

Color: Aubergine (eggplant)

Interior: Smoke Gray Leather



*1,392 Super Eights were produced in 1935. About 100 were coupe roadsters. Of those, only 11 remain - 9 in the U.S., 1 in South Africa, 1 in France. Only three of the U.S. cars have a rear spare.*

It is hard to imagine that the beautiful automobile pictured in the showroom and the oddly mismatched one pictured below it are the same car. But Greg and Cheri Haack can attest to the fact that it is indeed the same car.

Although the 'before' picture on the preceding page shows the car as pretty much 'all together' that is definitely NOT how it arrived on their doorstep. The condition it was in when they bought it can best be described as 'apart'.

The car was bought in 2005; over the phone, sight unseen. Greg was caring for his homebound father at that time, which severely limited his own travels, so he made most of his inquiries by phone. He had a 1954 Buick Skylark(nc) but what he really wanted was a Packard. Greg and his dad had previously restored a '34 Coupe Roadster and sold it and now Greg wanted one for himself. He had his heart set on this car since he first spotted one when he was about 19 or 20. He remembers thinking "Wow. I want one of those." He placed an ad in Hemmings to sell the Buick and one of the conversations he had with potential buyers was with a guy named Bob in Maryland, who told him about a Coupe Roadster owned by a Tom Holley, in Huntsville, Alabama. Tom had exactly what Greg was looking for.

Holley, a former engineering writer for NASA was now an automobile restorer of some renown and had begun the restoration of this car by totally disassembling it. Only the drive train and engine were rebuilt at this point.

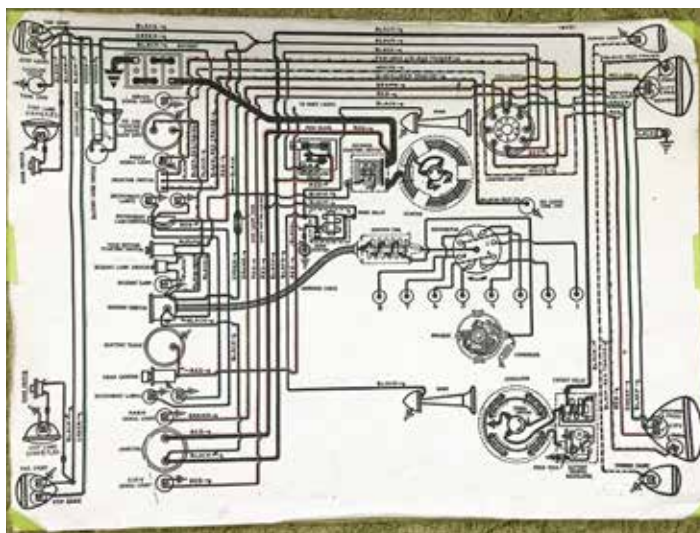
Holley himself delivered the car to Illinois, along with an 18 page, numbered inventory. When Haack inquired as to whether *every* part was there, he gleefully recalls the reply, spoken in a slow Southern drawl. "Well, if it cast a shadow, ah put it in a containah." That system made Haack's life of putting together this Packard puzzle somewhat easier although it still took eight years. When his dad passed in 2008, he began to seriously work on the car.

A friend named John Iben became Haack's biggest helper, putting in many hours on the car. "I knew John from church. He had just retired from his career as a mechanic and I needed help with a project I was working on. In working with him I discovered that he was more than a mechanic. He was a natural engineer. His ability to solve problems and invent tools has been an invaluable asset. He is now 87 years old and still rides his bicycle to the shop on nice days."

Through recommendations, Haack found the people he needed to help with the restoration. He said it is sometimes hard to find the right person that will get the job done just the way you want it but he has nothing but high praise for the craftsmen he went with: John Sanders, Jim Kowalczyk at Addison Auto Interiors, Mark Silich of The Finishing Touch, and a painter named Jason Schubert. A few parts Haack made himself.

Delivering the interior pieces, in the back of a pick up truck, Haack, who is 6'5", had Kowalczyk sit in the seat and told him "This is the most comfortable seat I have ever sat in. When it's done I want it to be just as comfortable." He happily reports that it is. Kowalczyk also made Cheri a purse out of the same smoky gray leather as the car's interior.

One of the previous owners of the car was Stan Kann. Kann was a comic, a professional organist, a collector of vacuum cleaners, and a frequent guest of Johnny Carson on the Tonight Show. Kann also appeared on the Merv



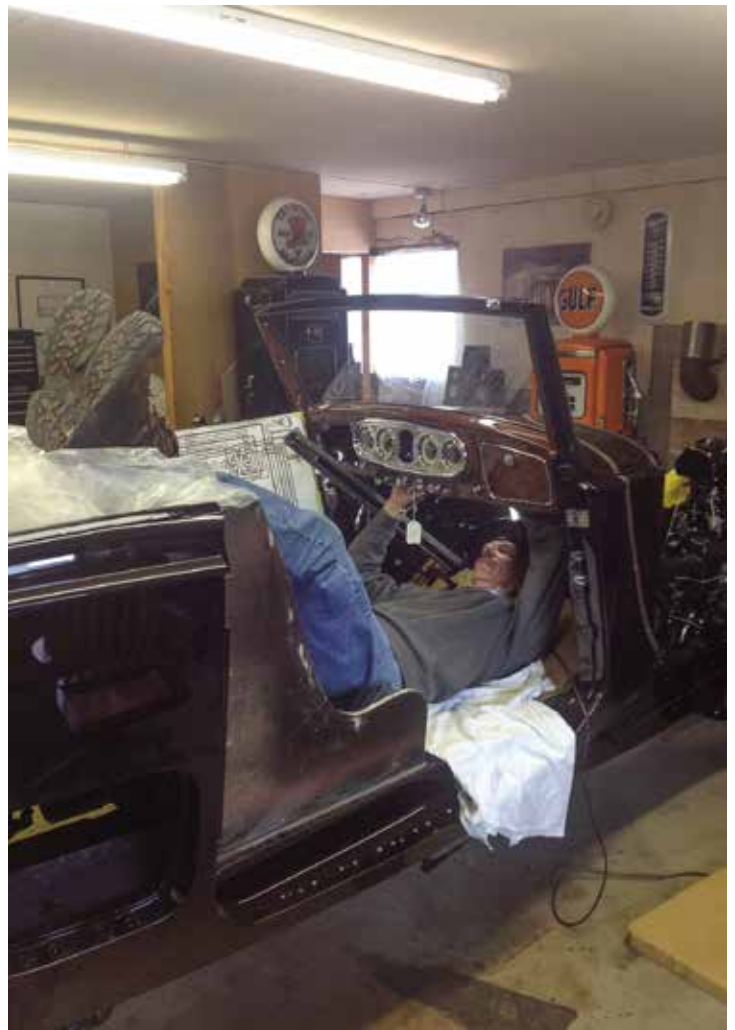
*A wiring diagram and an assortment of parts. Below is the inside of the door, with the original chalk markings 859-302, which match the car's data plate.*







*Cheri Haack puts in her time on the car and Greg tries out the rumble seat. Below is a newly upholstered seat.*



*Greg gets into the job and puts that wiring diagram (draped over the door) to use*



*Greg and his helper John Iben together have over 11,000 hours in the car. 8,000 for Greg and about 3,000 for John*





Griffin and Mike Douglas shows. Demonstrating items from his collection of over 150 vacuum cleaners, Kann became a regular source of amusement on The Tonight Show, particularly when his machines would sometimes lose parts during the demonstrations, allowing Carson ample opportunity for humorous ad libs.

Greg recounted a story told to him by Stan Kann himself. Kann, a rather diminutive man, said that he was so short he always made it a point to park on the wrong side of the street so he could get out on a curb, making it easier for him to get in and out of the car.

The Haacks had talked about some sort of unveiling

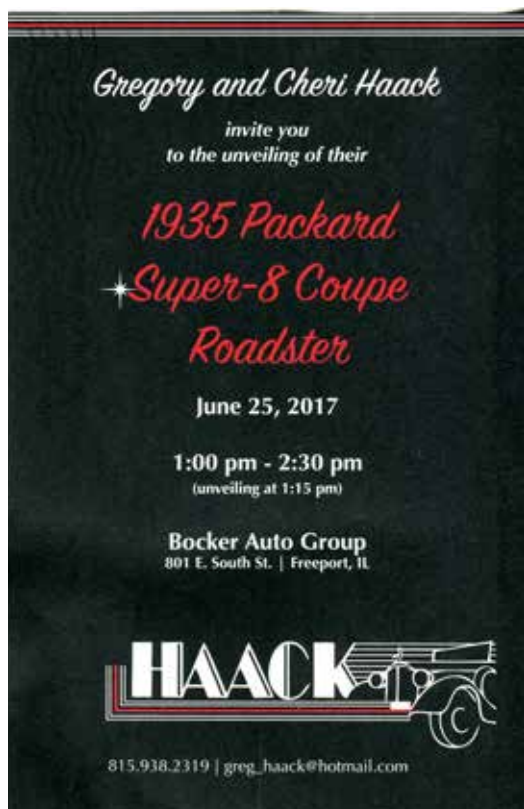
when the car was finished. Greg wanted the different people who had worked on the car, his friends, and some folks who had only heard about the car, to be able to see it once it was finished. Talking to his son-in-law, Ben Marten, a salesman at Bocker Auto Group in Freeport, he wondered if they might be able to somehow show the car there, thinking of garage space. The owner however, Delbert Bunker, generously offered to clear out the showroom for the big day.

Haack credits his wife Cheri with orchestrating the entire affair and adds that the day before, she polished the entire car. Invitations were sent out and on unveiling day about 150 people showed up.





## The Unveiling



Thomas Holley, who Greg bought the car from in 2005, passed away in 2009 but his wife, Lavell and their daughter Andrea came all the way from Huntsville, Alabama to be at the unveiling. Andrea was 9 years old when the Holley's first bought the car - 50 years ago.

"Just before Cheri and I uncovered the



car Andrea came forward to give me a special gift." Haack had no idea what was coming. "Before he died her father said I was to have this special gift when the car was finished and said I was to receive it at the unveiling. It was a Packard watch, which was an award given to the top salesman. They are rare and highly prized. I almost cried. What a surprise."

Holley, who had never been a car salesman, had found the watch in a shop.







*Greg Haack with two special guests, Lavelle and Andrea Holley*

Fortunately, Cheri Haack shared her husband's enthusiasm for the project saying she "always liked cars." She also put in some hours working on the car, helping out with various projects, and it was her insistence that the Packard have chrome wheels. "I am very proud of what Greg has accomplished" she says, but added she is "grateful it's finished."

Since the restoration was completed the Haack's have taken the car out to a concours - the dual meet of the CCCA and the AACA in Auburn, IN in May where it received a perfect score from both clubs. Quite an accomplishment.

The Haacks will show their car at the Concours in Geneva, IL in August. Provided of course, it doesn't rain.



*Photos for this article, including back and front cover photos, were taken and provided by Greg & Cheri Haack*



# Cover Car Year - 1935

~ a few of the highs and lows

In 1935 there were five eclipses. A partial solar eclipse occurred on February 3 and covered much of North America. The other, partial eclipses, occurred on January 5th, June 30th, July 30th, and an annular eclipse occurred on December 25, 1935.

The trial of Bruno Richard Hauptmann, accused of the kidnapping and murder of Charles Lindbergh, Jr., begins in January. In February, he is convicted and sentenced to die.

The first canned beer is sold in Richmond, Virginia, by Gottfried Krueger Brewing Company.

Airplanes are banned from flying over the White House.

Howard Hughes, flying the Hughes H-1 Racer, sets an airspeed record of 352 mph.

Earl W. Bascom and his brother Weldon produce the first night rodeo held outdoors under electric lights at Columbia, Mississippi.

The house Fallingwater, in southwestern Pennsylvania, designed by Frank Lloyd Wright, is completed.

Born this year are Elvis Presley, Bob Denver, Donald Sutherland, A.J. Foyt, Sonny Bono, Robert Conrad, Jimmy Swaggart, Herb Alpert, and Lhamo Thondup - the 14th and current Dalai Lama.

Just a few notable deaths in 1935 were Oliver Wendell Holmes, Jr., U.S. Supreme Court Justice; T. E. Lawrence (Lawrence of Arabia); Jane Addams, American social worker, recipient of the Nobel Peace Prize; André Citroën, French automobile pioneer; Wiley Post, American pilot, and Will Rogers, American humorist and actor.

In motorsports, 1935 saw the 7th Monaco Grand Prix, the 9th Mille Miglia, and the 23rd Indy 500.

The Peoples car (Volkswagen Beetle)(nc) is launched in Germany and Toyota(nc) cars are launched in Japan. The Chrysler Airstream(nc), the Mercedes Benz 150, and the Volvo Carioca(nc) ( shown below) are introduced.

In the U.S. Ford(nc) was the most popular car in 1935, with five different Standard body styles and ten Deluxe models.



## City's First Eclipse Due Tomorrow

PARTIAL ECLIPSE OF SUN - FEBRUARY 3, 1935

Given a clear sky, at sunrise Sunday, Spokane will have opportunity to witness its first eclipse of 1935. Starting at sunup, 7:15 a. m., the moon will take a "bite" out of the solar orb, reducing it to an approximate 25 per cent efficiency at peak of the eclipse. The celestial spectacle will be over in approximately an hour and a half. For eclipse fans who desire a look at Sunday's event E. M. Keyser, federal weatherman, today advised use of heavily smoked glass. Ordinary sun glasses are not dark enough. In a pinch an exposed piece of photograph film may be used.

Maximum blocking out of the sun by the moon will occur in the wilds of British Columbia where 74 per cent of the sun's diameter will be covered. It will be visible in all parts of the United States, Mexico and most of Canada.

## Spring Dresses Will Be Decidedly Plain

By MARIAN YOUNG  
Staff Correspondent

NEW YORK.—The printed dress you buy to brighten up your winter coat and to wear all spring and summer as well is the most fascinating thing in your wardrobe or it is simply dreadful. There seems to be no middle ground.

However, don't let this scare you out of the idea of getting a print. Every girl needs at least one, and if you keep a few rules in mind when you shop for yours, there's no reason under the sun why you should go wrong.

### Watch Designs.

First of all, select a pattern that is simple enough to have a soothing effect on the eyes yet intricate enough to be interesting. Certain all-over designs affect the nerves and eyes much the same way as do those horrible trains that rush at you in news reels. You certainly don't want to wear anything that makes your best beau feel as though he had just taken a double ride on a roller coaster, so be careful!

If you have the slightest tendency toward plumpness, don't wear a polka dot print or one that features an enormous floral pattern. Vertical stripes and tiny florals that have an up and down appearance will be infinitely more flattering.

Remember that the most exciting motifs will be found on backgrounds of novelty fabrics, including macramé, pure silk crepes, pebbled crepes, jacquards and silk shantung. Taffetas and satins are printed, too. Incidentally, couturiers tell us that they'll be using printed silk crepes de chine (bright colors on dark grounds) for street and evening frocks next summer.

### Simplify First.

Look for spaced florals, plain spots and small geometrics. You'll like the new striped patterns, particularly hairlines, wavy lines and vertical and diagonal bands. If matelassé strikes your fancy, better get a distinctive geometric. Don't overlook wine-colored backgrounds in various shades.

Don't forget that simplicity of line and design is a real virtue as far as prints are concerned. Indulge your taste for frills and fussy details when you pick plain clothes, but don't do it when you get a print. Intricate geometrics are likely to distract from the interesting fabric itself.

Medium-sized stripes on a pure silk background of navy blue mean this rather dreary frock (left) as fresh and crisp as a breath of spring. The bodies is slit up the back to show a red underbust that matches the red sash belt. A conservative line and coin dot print on a wine background distinguishes this afternoon dress (right) of pure silk crepe. The soft bow of self-material at the neckline and a plain wide belt are the only trimming.



THE SATURDAY EVENING POST



MR. A. ATWATER KENT of Philadelphia  
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 Packards have passed for 21 years or more*



*The Packard Touring Coupe Roomier for Two or Four Passengers*

IN EVERY well-established family, certain traditions have grown up . . .

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From every indication, thousands of fine car owners who have driven their cars years longer than usual are choosing 1935 as the time to replace their old cars with new ones. And from every indication, a majority of these owners are deciding to make their new car the finest of the year's new big fine cars—the 1935 Packard.

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*\* Ask the man who owns one \**

## If You're NEAR...

...**Indianapolis, Indiana**, and are traveling on I-65/I-465, I suggest you check your maps and find your way to the nearby suburb of Greenwood and visit the Ray Skillman Classic Car Museum. It's located about 20 minutes driving distance from Downtown Indianapolis on U.S. Highway 31 - South. I came to know about the collection through friends in another car club who had seen it who told me that the Skillman Collection was a "must see" experience. They were correct!

For this reason, as my wife Joan and I planned travel to Bloomington, Indiana to witness the graduation of another of our grand-daughters from Indiana University this past spring, we decided to visit with old friends who live in Greenwood and to also find and arrange a visit to the Skillman Collection. Our plans fell into place nicely. We first enjoyed brunch with our friends, saw a great car collection, and watched another grand-kid graduate from college. It doesn't get much better than that!

### The Nature of the Collection

Okay, so what is this collection all about? Well, this is a large car collection (114 cars at the time of my visit) which is clearly American manufacturer-centric. The collection mainly focuses on post-WWII cars built in the 1950's, 1960's, and 1970s. Also, there are a handful of interesting, imported cars produced by European manufacturers. Most of the American cars are in this collection because they represent some of the fastest, most powerful production automobiles of their time—real icons of the muscle car era.

Other cars are in the collection simply because they are beautiful examples of automobile manufacturers styling vision, engineering skill, and craftsmanship. (A beautiful yellow 1954 Buick Skylark(nc) convertible or the 1955-1957 T-Birds(nc) would be good examples of cars falling into this category.) I suspect that anyone who fancies true classic cars will also enjoy looking over the scores of cars here that are, what I would call, "neo-classics."



by Charles Falk



Here's a "snap shot" of what visitors to this collection will see:

- One of the largest collections of Corvettes(nc) in the U.S.—thirty of them, with an emphasis upon the first three generations of the marque.
- A significant variety of muscle cars from the 50's and 60's – including GTO's(nc), Chevelles(nc), Novas(nc), Trans Ams (nc), and a number of the most desired "hemi-engined" MOPARS.
- Multiple examples of great "Pony Cars" - including beefy Mustangs (nc), Camaros (nc), and Dodge Challengers (nc)
- 1955 - 57 T-Birds (nc)
- Tri-Five Chevy's (nc)
- A 1954 Kaiser Darren two-seater (nc)
- Three 1930's Ford Model A (nc) "hot rods"
- A 1954 Kurtis (nc)
- Indy, NASCAR, dragster, short-track midget and sprint, and other race cars
- An Amphicar
- A handful of European marques like Jaguar, Sunbeam, Austin-Healy, MG, VW, and Pantera
- Vintage bicycles and motorcycles
- Automobile-related vintage enamel and neon sign collection
- Other "goodies" to be discussed below.



### The Facility

The collection is currently presented in a newer, large, unmarked purpose-built building located at the rear of Mr. Skillman's Ford dealership property on Rte 31 South, in Greenwood, IN. Both the building and its entrance are intentionally obscure, so visitors need to know what they are looking for. The building has high ceilings and is clean and brightly lit. Visitors to the premises are guaranteed to have smiles appear on their faces as soon as they walk into the



building and the bright-colored cars and glistening vintage neon signs begin to register on their consciousness. This is a happy place for the car aficionado.

In addition to exhibition space, the museum building has office space and an eight-bay section where automobile renovation and/or maintenance can be carried out. Six or seven staff members devote their time to those tasks and to generally keeping the cars on exhibit “looking good.”

### The Man Behind the Collection

Ray Skillman’s origins are in Owensboro, Kentucky and he became involved with cars at a young age. Reportedly, he began working on cars before he was legally able to drive them, and early-on became interested in car restoration—restoring his first one at age 14. During his high school years, he bought and sold several cars. Soon thereafter, he acquired a handful of used cars and a rental property in Owensboro from which he operated a used car lot. With some success under his belt, in 1979 he migrated to the Indianapolis Area so he could assume a part-ownership position in the Charlie Stuart Oldsmobile dealership there. Skillman obviously had a flair for the automobile business because today, as a man now in his seventies, he owns 17 auto dealerships in Central Indiana that employ hundreds of individuals. He remains active in the management of his company, but has incorporated several family members into the business so that it remains very much a family enterprise.

In addition to growing and running his successful businesses, Mr. Skillman found time to pursue his interest in auto racing. Over the years he found success on the race track as a driver and as a car owner. In an interview, Skillman said that he “always found himself around cars that went fast.” In one early experience, he served as the first crew chief for NASCAR legend, Darrell Waltrip, when Waltrip raced in his first-ever Daytona 500.



The incorporation of several race cars into the collection seems to be a nod in the direction of recognizing Skillman’s endeavors on the track and/or is an acknowledgment of the achievements of other racers whom he has admired over the years. Members of the Skillman family remain active today in several facets of auto racing. Importantly, while running a sprawling business enterprise and maintaining a high profile in the auto racing world, Ray Skillman found time to be involved in his local community. He is known for “paying back” by giving time and money to any number of good causes in the communities which have contributed to his own success.

### Building the Collection

About 30 years ago, Mr. Skillman turned his attention to building a collection of what he deemed to be “significant” automobiles. Unknowingly, but not unusually, he became pretty well addicted to the car collecting hobby and ultimately, he could no longer accommodate the cars he wanted to keep in the large garage he had built adjacent to his home. That led to the construction, about thirteen years ago, of the building which today houses his collection.

Not long after opening up the new building, Skillman asked a gentlemen he had come to know through their mutual involvement in auto racing, to come and help him manage and care for his growing collection. That person is Mr. Donnie

Gardner, whom Joan and I had the privilege of meeting during our visit to the Skillman Collection.



Mr. Gardner graciously gave us a tour of the collection, pointed out it's highlights and answered our questions. Gardner advised us that Ray Skillman had a vision about what he wanted his museum to become, and he wanted Donnie Gardner to help him make that vision a reality.

One of the first things that I noticed about this collection is that all cars on display are in superior condition. We were told that if they are not in that condition upon arrival, they are soon subjected to restoration processes. As noted, a multiple-bay service area in the building facilitates the restoration work.

After looking through the bulk of the collection, I asked Mr. Gardner if there was a “theme” or “common thread” or a particular “focus” that I should be finding that determined what has been included in the collection. He indicated



that Mr. Skillman's only criterion for including a car was that it was "special" in some way; and that a car could be "special" for several reasons. For example; it could be a low-mileage, original vehicle or it could be a car with an unusual combination of engine/transmission or accessory components; it might be an award-winning car (via judging or racing recognitions) or a car with a significant ownership provenance; or rare in some other way.

The Skillman organization does engage in a small amount of buy/sell activity involving collectible cars. Over the years several hundred such cars have moved through Skillman's hands. However, cars currently in the museum are pretty much looked at as Mr. Skillman's "permanent collection". Some of the early collectible cars were dispersed, making it possible to bring newer (and possibly more interesting) cars into the mix.

I asked Mr. Gardner what *isn't* in the collection that Mr. Skillman would like to be there. He thought about that and indicated that he thought that Mr. Skillman might like to add an original Shelby Cobra(nc). Apparently, the right car at the right price hasn't yet come his way.

### "Other" Aspects of this Collection

Although the great cars are the major components of Mr. Skillman's collection, there are many other items to interest visitors. There are, as noted, a significant aggregation of vintage bicycles, motorcycles, and automobilia. But the most prominent "other" is the wonderful collection of colorful, illuminated, enamel-coated metal and neon advertising signs as would have been found in and around automotive car dealerships, gas stations, and other automotive service-related businesses. There are scores of such signs installed throughout the building, and this really enhances the "vibe" of the facility. We were informed that all but three of these signs are originals and not replicas.



Additionally, the collection space is taking on some new dimensions. Most notably, Gardner and his staff are in the process of restoring and installing a 1928 vintage carousel in the middle of the space where the collector cars are on exhibit. It was obtained from the estate of Tony Hulman, who was the long-time head of the Indianapolis 500 Race Track. It is expected that work on the carousel will be completed in fall, 2017. An antique sleigh and several antique English prams (baby carriages) have also been obtained from the same estate and are being readied for display. The newest of the prams was made in 1888.

### Summing It Up

Ray Skillman has been quoted as saying that he knew early in life that he wanted to spend his time working with and around cars and that he has been blessed because "he has gone through life doing exactly what he wanted to do." This has also been a blessing for those of us who are interested in and appreciate cars because we have access to and can experience the wonderful cars in his collection as a by-product of his efforts to collect, preserve, and exhibit the cars that make it up.

I think anyone who appreciates collectible or special interest cars will really enjoy a visit to the Skillman Collection. It is a substantive and interesting opportunity for the car enthusiast, and is close enough to the major highways to be easily accessible. Depending upon one's depth of interest, the collection can be properly viewed in 60-90 minutes.

Located in a safe area, there is no admission charge and there is plenty of free parking available adjacent to the facility. No food service is available on the premises but several restaurants are located up and down U.S. 31 South very close to the Skillman facility.

This collection is intentionally low-profile and not advertised or promoted in any way. However, those with serious interest in collector cars are always welcome. Auto clubs are always welcome to make arrangements for bringing their members to the collection. I suggest those who would like to see the collection call before their prospective visit to confirm access and to get directions as might be required.



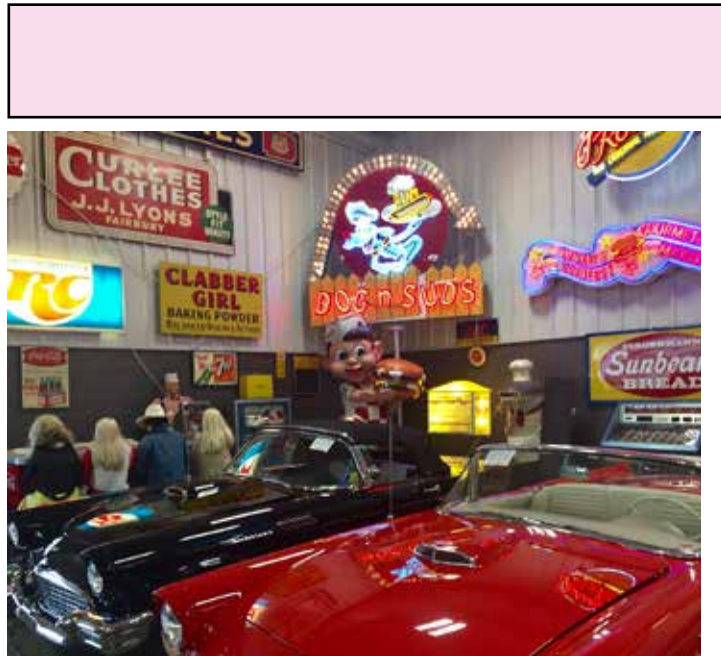
### Acknowledgments

Thanks to Mr. Donnie Gardner for his gracious hospitality and for helpful information about the collection.

Secondary information sources used to compile this piece included Ann Craig-Cinnamon, "Center Grove Resident's Unexplored Car Museum," at <http://www.townepost.com/indiant/center-grove/collecting-the-classics>.

Photos by Charles Falk and from the Skillman website





**Contact information**

The Ray Skillman Collection  
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 Greenville, Indiana 46143  
 Phone: 317-887-3441

e-mail: [skillman.museum@sbcglobal.net](mailto:skillman.museum@sbcglobal.net)

Operating hours: 9:00 am – 5:00 pm, Monday thru Friday

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## What Goes Around Comes Around

*Contributed by Joe Bortz*

I recently had occasion to reminisce about the Plymouth Explorer(nc) because it was one of the three American concept cars displayed at the new Petersen Automotive Museum Grand Opening in December, 2015. Another being the 1955 GM Motorama Biscayne show car, which came from the current Bortz Auto Collection.

It was during the early 1980s when I was engrossed in collecting pre-war classic cars that I began to realize that the 1950's dream cars/concept cars that had all been written up in books and magazines, were being destroyed after they met their show purposes. I came to realize however, that not all had been destroyed. One of these concept cars that slipped under the radar I discovered in September of 1987. It was the 1954 Plymouth Ghia Explorer - Plymouth's "idea/show" car for all the major new car shows across the United States that year.

The lead for this car came from a letter that was written and published by the editor of *Special Interest Autos* in the August 1987 issue. The gentleman that wrote the letter, along with a picture of the Explorer, was John Finch of Highland Gate, UK. In it he mentioned that he thought he had discovered an American Ghia concept car. I immediately searched out the owner in Holland, purchased



the car and brought it back to the United States.

When the car arrived I noticed that it had been mechanically modified with an engine and transmission from a Jaguar XK150 and even had front disk brakes. Body-wise, not too much had been changed from the original but it was painted an unattractive gold color.

It is interesting to note that the Plymouth Explorer was designed by Virgil Exner, chief designer for

Chrysler Corporation in 1955. During Exner's tenure it was typical for him to lay out the design of a concept car and have the design made into a small clay model. At this point the design, the clay model, and a chassis would be sent over to Ghia of Italy. Then Ghia would make the body as per the Virgil Exner design, attach it to the chassis and send the completed concept car back to Chrysler Corporation in Michigan. The car would then be ready for the national car shows. This is exactly how it happened with the Plymouth Explorer.

As many people know, the cars that were coming in from Ghia received the attention of US Customs and it was declared by them that all Ghia cars were subject to import duty because so much of the build was of Italian origin. Chrysler was able to cut a deal with the US Customs that if the car stayed in the United States for less than 18 months and was exported before that time the car would not be

*As purchased by Bortz Auto (left) and restored (above)*

subject to any duty. That would explain why many of these Chrysler Corporation Ghia show cars by Virgil Exner were later found in South America, Europe and Hawaii.

After acquiring and owning the Explorer for a few years, the Bortz Auto Collection used the unrestored Plymouth Explorer in a trade situation to get a restored concept car. The Explorer was subsequently restored by others and eventually became part of the Petersen Automotive Museum in Los Angeles, CA as a very beautiful tribute to Virgil Exner and the Ghia Body Company of Italy.

The Bortz Auto Collection is proud that it could be part of saving this great piece of automotive art for everyone to enjoy in the 21st century.

So I guess the old adage is true, "what goes around comes around". It is wonderful to see that the Plymouth Explorer has been restored and is on display at the Petersen Museum.



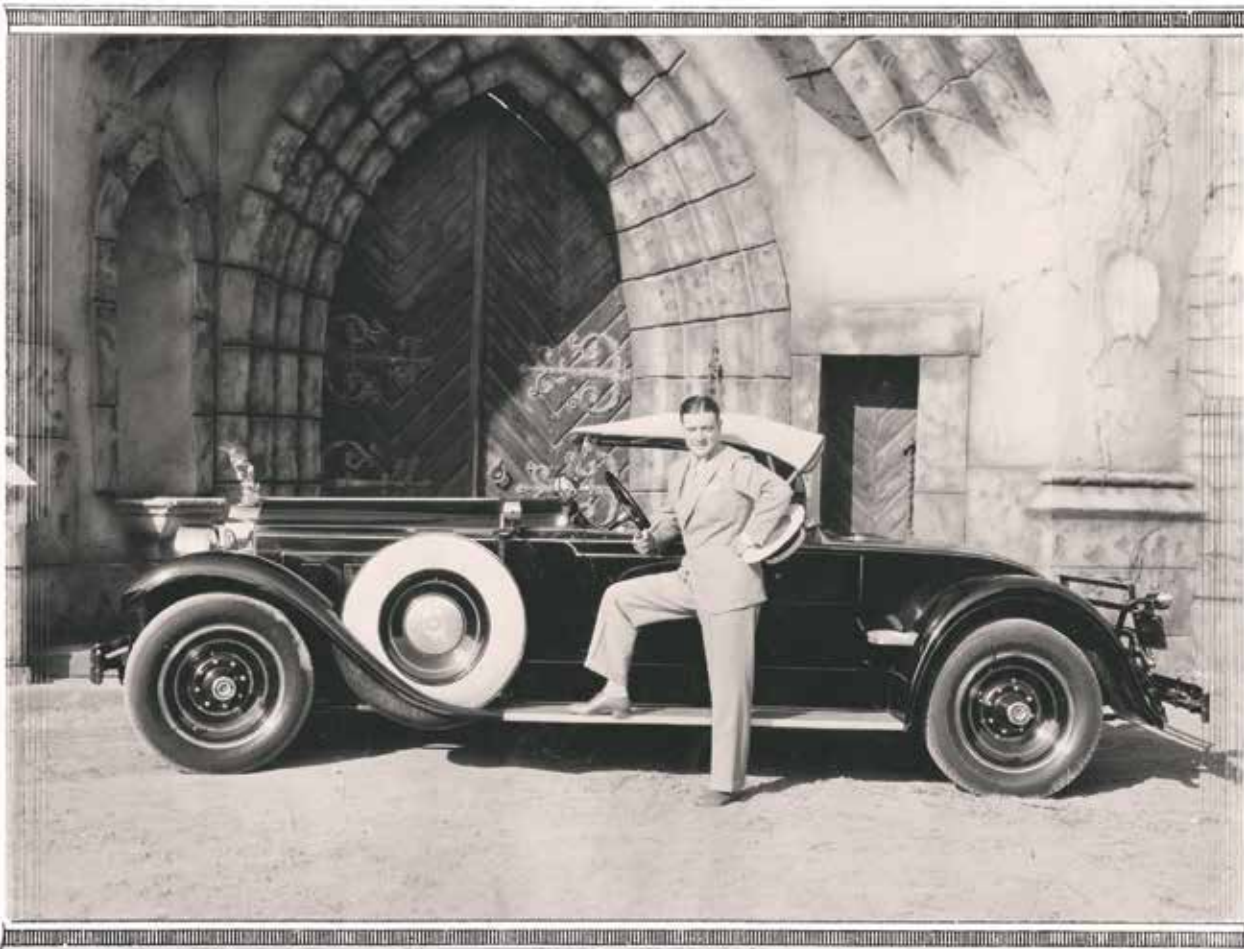
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The Explorer was mounted on a 114-inch wheelbase Plymouth chassis. A 230-cubic inch Plymouth I-head six offered 110 horsepower and a semi-automatic transmission. Twin exhausts exited through the rear fenders. The car was distinguished by ivory-hued side reveals, wire wheels, a metal green finish, white leather interior with bucket seats and matching, fitted luggage.

The car debuted in May 1954 *Motor Trend*. With high public interest in 'dream car' designs, GM took its cars on tour, staging elaborate Motoramas around the country throughout the 1950s, displaying a string of cars penned by some of the leading styling houses in Europe.

[illegible]

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<b>Adler</b>	<b>Delage</b>	<b>Jordan</b>	<b>Reo</b>
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Amilcar**	Doble	<b>Kleiber</b>	<b>Rohr</b>
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<b>Aston Martin</b>	du Pont	Lancia	Squire
<b>Auburn</b>	<b>Elcar</b>	<b>LaSalle</b>	<b>SS and SS Jaguar</b>
Austro-Daimler	<b>Excelsior</b>	<b>Lincoln</b>	Stearns-Knight
<b>Ballot</b>	<b>Farman</b>	Lincoln-Continental	Stevens-Duryea
<b>Bentley</b>	<b>Fiat</b>	<b>Locomobile</b>	<b>Steyr</b>
<b>Benz</b>	<b>Franklin</b>	<b>Marmon</b>	<b>Studebaker</b>
Blackhawk	<b>Gardner</b>	Maserati**	Stutz
<b>B.M.W.</b>	<b>Georges Irat</b>	Maybach	<b>Sunbeam</b>
<b>Brewster</b>	<b>Graham</b>	<b>McFarlan</b>	<b>Talbot</b>
<b>Brough Superior</b>	<b>Graham-Paige</b>	Mercedes	<b>Talbot-Lago</b>
<b>Bucciali</b>	<b>Hispano-Suiza</b>	<b>Mercedes-Benz</b>	<b>Tatra</b>
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Cord	<b>Hupmobile</b>	<b>Nash</b>	<b>Willys-Knight</b>
<b>Cunningham</b>	<b>Invicta</b>	<b>Packard</b>	
<b>Dagmar</b>	<b>Isotta-Fraschini</b>	<b>Peerless</b>	
<b>Daimler</b>	Itala	<b>Pierce-Arrow</b>	
<b>Daniels</b>	<b>Jaguar</b>	Railton**	

Have you visited the national website lately? (<http://classiccarclub.org>) It details the complete list of approved Classics, including any that may have been recently added. 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. Many other good resources are available there, too. One of those links will take you to the CCCA Museum website (<http://www.cccamuseum.org>) - well worth a look around.

We are pleased to announce that our 'new and improved' website is up and running! Please do check it out.

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



memories I have of living in Reno!

One thing I see a lot on old cars everywhere are license plates that help you figure out what the car is - like 44 CHEV or DADZ 35. Some are pretty basic, and others, well, they can get creative. Since we opened this issue with an article on the annual meeting in Reno, I thought I'd close it by sharing a few of my favorite plates spotted at Hot August Nights.



Yep - the owner's name was Hudson



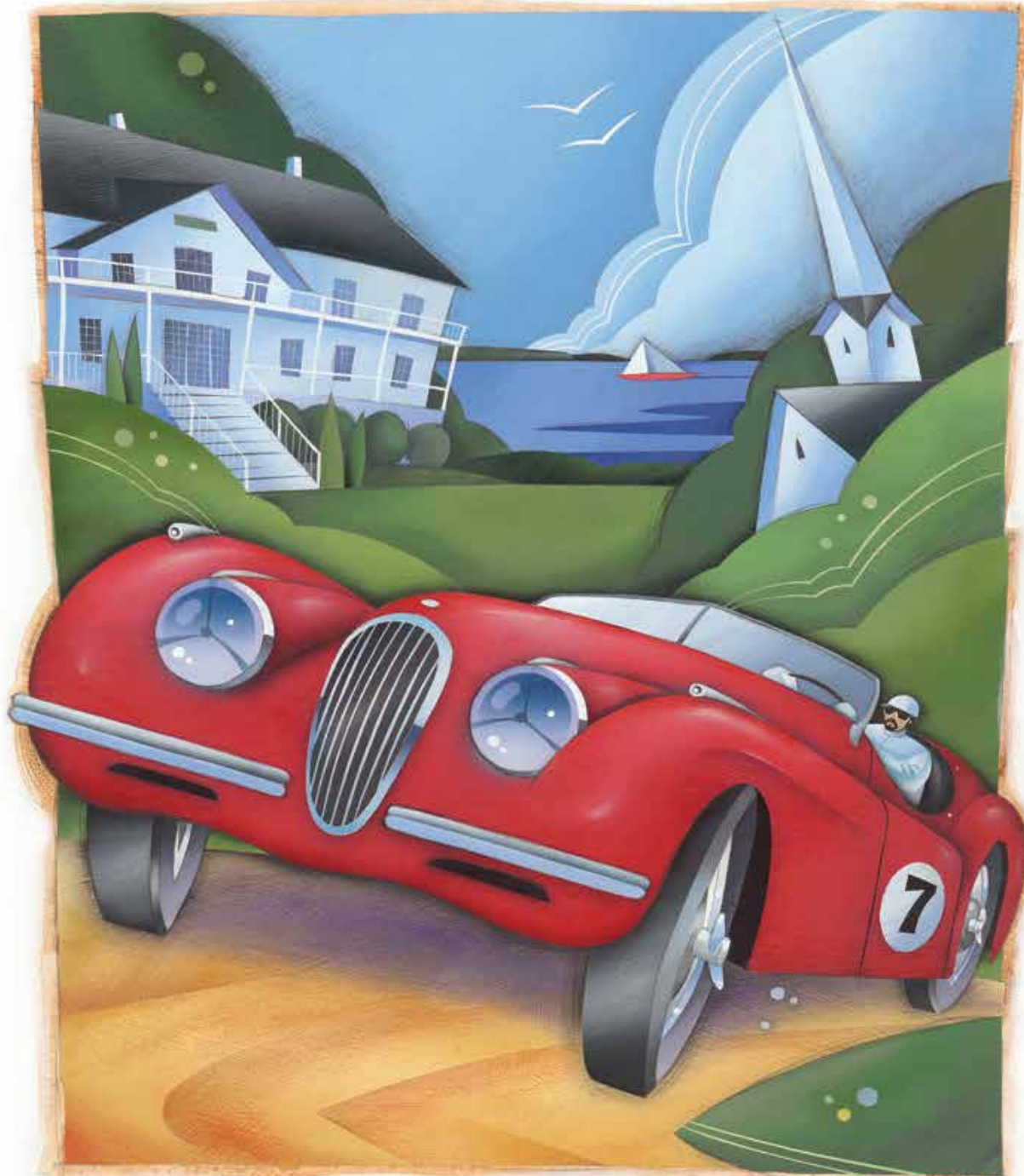
p.s. I hope you enjoyed this issue of the Dashboard!

~ Maureen

### Call for Stories and Ideas

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





# EPHRAIM

**The Hagerty™ Hill Climb, and the Arbor Crowne Properties Concours d'Elegance**  
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