

The DASHBOARD

WINTER 2022 - 2023



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



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LETTER from the DIRECTOR

Greetings and happy holidays to my fellow car club members:

By the time we receive this, we will already have had a couple of tastes of the cold winter to come and reprieves with glimpses of what a spring might look like, if we ever had one in Chicago. I'm done trying to predict tomorrow's weather, but I will never be done enjoying the good days when they surprise us.

I've had the pleasure of continued use of the toys all the way up through December 3 when I find myself writing this. The photo below that you see here was taken that day. Who knows, there may be other days still to come when I'll open the garage door and take a spin in something fun that is begging for the exercise and our personal enjoyment.

All of this is to say our traditions of tucking away our beauties for hibernation may be something to reconsider. As the climate changes, so do the opportunities for an extended season. I'm sure it's not for everyone to consider, but for those who have a sense of adventure and spontaneity, I suggest you leave the garage door open a crack, because maybe you might find a day that demands your spontaneous attention.

Shifting gears, I'd like to draw attention to one of the most successful annual dinners we've ever had. With over 100 attendees, we broke the record as far as I can recall. We had guests come in from Wisconsin, Michigan, and Indiana. I'm sure there are several reasons that we had such a great turn out. We had another fantastic venue open to us in the form of the Ed and Judy Schoenthaler museum. Their children, Christine and Lori, and their families were generous in offering up the museum for a perfect gathering place for



our final social event of the year; this, in combination with a marvelous guest speaker regaling us with stories of the Roaring 20s in Chicago, and finally a big desire to see one another after 3 years of cautious and modified occasions, left us with a spectacular success. It's rare that I can say that there were too many people to spend enough time with, but that was certainly true on this occasion. I'm so grateful for being part of organizing this event when I can look in my rearview mirror and see so many who were equally happy to attend. I look forward to seeing what your board can create next year. I'm sure we will come up with something that will be equally ambitious and hopefully just as much fun.

I'd like to leave you with one final thought. That is to cherish the family you have, the friends you've made and the possibility of making another life better every chance you have. No one is immortal but our care for one another can leave us a legacy far beyond our mortal years. Wishing you the best of the holiday season and I'll see you down the road.

CORDially,
Russ



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Upcoming Events

- January 22 - Arizona Concours d'elegance
- February 11 - 20 Chicago Auto Show
- March 2 - 5 -Amelia Island Concours d'elegance
- March 29 - April 2 - CCCA 2023 Annual Meeting
- May 7 - Greenbrier Concours d'elegance
- May 19 - 21 - Concorso d'Eleganza Villa d'este
- June 24 - July 2 - The Great Race
- July 8 - Concours d'elegance at Copshaholm
- August 20 - Pebble Beach Concours d'elegance
- August 26 - September 3 - ACD Festival
- August 27 - Geneva Concours 10 am - 3 pm
- November - GIRCCCA Annual Dinner



News and Notes

The Geneva Concours d'elegance was unexpectedly canceled just days before the event. The board of directors of the Geneva Concours made the decision due to unforeseen and sudden circumstances.

The event has been rescheduled to Sunday, August 27, 2023. Updates can be found on the website www.genevaconcours.net.

We send Patt Barrett best wishes for a complete and speedy recovery.

Also canceled was this year's Cars and Cops show in early September. "It might have helped if it had not rained in Biblical proportions... the deluge was mighty!" lamented Burt Richmond, organizer of the event.

"Have you ever seen such a clear depiction & definition of "deluge"? certainly It was as bad as I have ever seen. The storm may have gotten us pretty wet, it did not dampen our spirits! 23 hearty owners did venture out in the elements for a free car wash! We gave everyone who showed up free food and drink. I also distributed one of the award trophies, just for showing up. Everyone left happy with big smiles!"

Sounds like they made the best of a bad situation.



Photo provided by Burt Richmond



The 2023 Annual Meeting of the CCCA will kick off on Wednesday, March 29, 2023 in Philadelphia, PA with a Welcoming Party.

Thursday will begin with a buffet breakfast followed by official Club business, including the announcement of incoming and outgoing members of the Board of Directors. Two automobile collections are scheduled for the day: the impressive Bulgari Collection followed by a visit to the equally impressive Ross Myers' Collection. Friday begins with breakfast hosted by the CCCA Museum outlining the great things going on at the museum, followed by various meetings. The afternoon will be spent exploring Philadelphia.

The Judges and tabulators breakfast/meeting will take place the next morning at the Simeone with an opportunity to take in cars on display at the Museum. Later in the day, a technical seminar will be staged at the hotel.

An evening banquet will serve as the backdrop for the combined Classic Car GC awards presentation and the Regional awards presentation in the world-renowned Simeone Foundation Automotive Museum. Founded by the late neurosurgeon and CCCA member Dr. Frederick Simeone, the collection is home to more than 75 historically-significant automobiles sharing the common theme of "The Spirit of Competition."

Those staying through Sunday are invited to the Steve Babinsky collection in nearby New Jersey. Complete event details and registration forms are available on the CCCA website: <https://www.classiccarclub.org/events/300>

George Hansen had a special honor at the Musclecar And Corvette Nationals the weekend before Thanksgiving. They put his 1957 T'Bird in the lobby of the Stevens Convention Center in Rosemont where the incoming crowd passed by all day long.

George also won "Peoples Choice" at the Cantigny Show last year. That got his '59 Tri-Power Bonneville ragtop on the t-shirt (shown above) this year and on the dash-magnets in the show goodie-bag.

Photos courtesy Gary Gerstner



Lunch Train

by Jennifer Mallpass

Members of Lake Michigan Region of the Rolls Royce Club and GIRCCCA took adventuresome drives (stunning scenery but unexpected roundabouts) up to East Troy, Wisconsin on Saturday, October 17th for a delightful luncheon train ride.

The train had been refurbished. Our luxury car had air conditioning and vintage art deco lamps. The tables were set with white tablecloths and lovely place settings. The conductor played his part to the hilt - passing out tickets then clipping them when we went on board. He had long-running jokes and engaged the participants in many ways. The on-board bar was much appreciated.

Members enjoyed the lovely scenery as we traveled at a stately 10 miles per hour.

Luncheon was served elegantly and was delicious. The ride ended much too soon.

Many thanks to Joal Derse Dauer and Dave Taylor for planning this lovely afternoon.



Boenlein's hearse - he also owns the ice cream store with his partner



Chantilly Arts & Elegance Richard Mille Concours

by Mary Ellen Thielemann

One castle, 3 concours, 800 cars.

September 25, 2022 was a sunny, beautiful day in the French countryside. Chantilly Arts & Elegance Richard Mille Concours was happening for the first time since 2019. The sixth edition of this fantastic event amazed 20,000 people in attendance. This biannual event delights attendees by showcasing the most beautiful cars in the world.

In the first Concours, car manufacturers and designers unveiled concept cars to the public, interpretations of future models. Touring and Zagato brought concept cars while fashion designers showcased dresses worn by models on a parade in a circular drive adjacent to the castle.

Next there was the Concours d'Etat, which Americans would consider a Concours like Pebble Beach, with grand old cars from the past. One hundred exceptional cars were there, embodying the most beautiful creations in automobile history from the United States, South America and Asia. There is one best of show for pre-war and one for post-war, chosen from 17 classes.



Entry Medallion
production Aston Martin DBR22, a sports car inspired by Aston Martin's successful 1950's sports racers.

The pre-war best of Show was a Hispano Suiza (1936), clad in a Saoutchik Dubonnet Xenia body. Now owned by the Mullen Automotive Museum, it has been a regular winner on both sides of the Atlantic.

The best of show post-war was a 1950 Talbot-Lago T26 Grand Sport Barchetta Motto.

People's choice was a Renault 5 Turbo 3E - a modern interpretation of the legendary R5 Turbo2 Rally car.

Attendees enjoyed a variety of interactive activities. There were sailboat rides, pony rides, hot air balloon rides, herding dog demonstrations, rabbit races, exhibitions of artistry, dances with hoops, jugglers, bands of free form



playing bag pipes and dancing, old-fashioned games, and an antique carousel. Children rode bicycles with car bodies around the castle. The incredible castle was open for tours, and let us not forget the horses

The living Museum of the Horse is a museum dedicated to equine art and culture of the Chateau de Chantilly. The stables, built in 1719 could house 240 horses and up to 500 hounds. There is a racecourse on site.

The Musee Conde, which houses one of Frances most important and largest collections of Renaissance paintings is also on site.

The food was not only delicious, the chefs consistently made each plate a work of art. Chantilly is famous for the cream that the region produces. They serve cream pie without a crust. It was incredible!

France was the cradle of the Concours d'Elegance in the 1920's and the creator of these meetings in which exceptional cars were on display in the company of elegant women dressed in designer fashions.

The Chateau de Chantilly is an hour's drive north of Paris. The seventh edition of this spectacular and much anticipated event occurs in 2024, on a date yet



Overlooking the show grounds

to be determined.

Richard Mille, the luxury watch brand is the title sponsor and has been since the very first edition of the event.

To read more on the event, visit <https://www.richardmille.com/events/chantilly-arts-et-elegance>



Awards List

FFVE Club Grand Prix:

Rolls Royce Enthusiasts Club

FFVE Special Prize for Authenticity:

Citroën SM Mylord Cabriolet Chapron (1972)

Audience award:

Renault R5 Turbo 3E

Innovation Award:

DS E-Tense

Best of Show Concours d'Elegance:

Aston Martin DBR22

Best of Show Concours d'Etat :

Pre-war: Hispano-Suiza H6C Dubonnet Xenia (1938)

Post-war: Talbot Lago T26 GS Barchetta Motto (1950)



ABOVE photo courtesy the Gallery of the 2022 edition by Mathieu Bonnevie - all others by Mary Ellen Thielemann and Russ Rodriguez

Old Car Festival

by John Rock

America's Longest-Running Antique Car Show

So, you just got home from attending the ACD Festival and you're wondering what is the next car event to attend? Why not head to Dearborn, MI for the Greenfield Village Old Car Festival. Held the second weekend of September, this is America's longest-running antique vehicle show.

The Old Car Festival takes place on the Henry Ford Museum/Greenfield Village campus in Dearborn, MI. There are typically 800 (or more) vehicles that are invited and they vary in age from the 1890's – 1932.

Unlike a Concours or other static display show, the Village encourages owners to drive their vehicles around the grounds. There is a Gas Lamp Tour that takes place Saturday evening at dusk. The streets of the Village are lined with people to take in the sights, sounds and smells of the antique vehicles. A fireworks display follows.

2022's theme was American Classics. There were 3 GIRCCA members that I am aware of, that displayed cars this year. This author showed his 1928 Packard 443 Custom Eight Phaeton, Alan and Nancy Strong showed their 1930 Cadillac V-16 Sport Phaeton with coachwork by Fleetwood, Tim Wiggins shared his 1930 Packard 745 Roadster and his 1928 Harley-Davidson Model J.

If you plan to show a vehicle, there is an application/approval process. The nomination window usually opens June 1st. Vehicle types accepted: Car, Commercial and Race Car/Speedster, as well as Bicycles, Motorcycles and Scooters that were produced in 1932 or earlier.

You can find more details on the Henry Ford website, www.thehenryford.org or web-search "Greenfield Village Old Car Festival". The dates for the 2023 show are September 8-10.

This should be a "Bucket List" event for any old car lover. I hope to see you there!



Hershey Fall Swap Meet 2022

by John Rock

2022 marked a change to the traditional Wednesday - Saturday event that started in 1955. Hersheypark adopted new open-on-weekend dates through the end of October. This meant vendor move-in was Monday with the swap meet running Tuesday – Friday. The car show was held on Friday. This new schedule is planned to continue for the foreseeable future.

The week started with rain but ended with perfect weather. The vendor count seemed down a little this year from prior meets. That said, it still took 3 days to walk every aisle and the car corral.

RM Sotheby's held their annual auction Wednesday and Thursday at the Hershey Lodge. This year's auction included 215 lots of automobilia and vehicles. There were plenty of Brass and Pre-War Classics offered and for those with more modern tastes, there were several options. From European Sports Cars to American muscle there was something for everyone.

Whether you are looking for parts, automobilia, or a vehicle, the Hershey Fall Swap Meet is a must attend event by itself, but you cannot forget about the car show. The AACA accepts vehicles that are 25 years old or older. Attending this show means you will see vehicles that vary in age by over 120 years! The CCCA also hosts a "meet and greet" during the week at their tent on the Chocolate field. This provides an excellent opportunity to catch up with friends from all over the country.

The 2023 dates are October 3-6. Mark your calendars and I look forward to seeing you in Pennsylvania next October.



2022 Annual Dinner

Photos by Maureen Blevins and Gary Gerstner

The Annual Dinner of the Greater Illinois Region of the Classic Car Club of America was held on Sunday, November 13 at the collection of the late Ed and Judy Schoenthaler. The family of Ed and Judy were happy to host the dinner at their location. Anyone familiar with the name Schoenthaler knew this was going to be extra special - and it was.

Tables were set up between two rows of some of the finest Classic Cars ever built. Everyone had ample time to browse and study the cars at leisure. Moving from the car floor to the rest of the building was an experience, causing many an ooh and an aah. Rooms filled with mind boggling collections of dolls, teddy bears, and of course model cars were open for browsing. And browse we did. The highlight of these collections was undoubtedly the model train room.

Many thanks to Chuck Derer for his wonderful slide/video show which played prior to dinner.

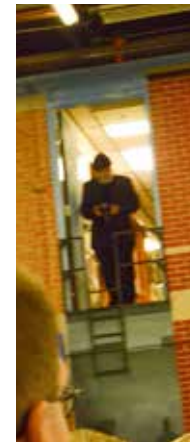
Post dinner entertainment was provided by Martina Mathisen, who gave a lively and entertaining presentation on Chicago life in the 20's. Dressed as a flapper, and very much in character, Martina provided many entertaining anecdotes, backed by a slide show of vintage photos.



IN LOVING MEMORY OF
ED AND JUDY SCHOENTHALER

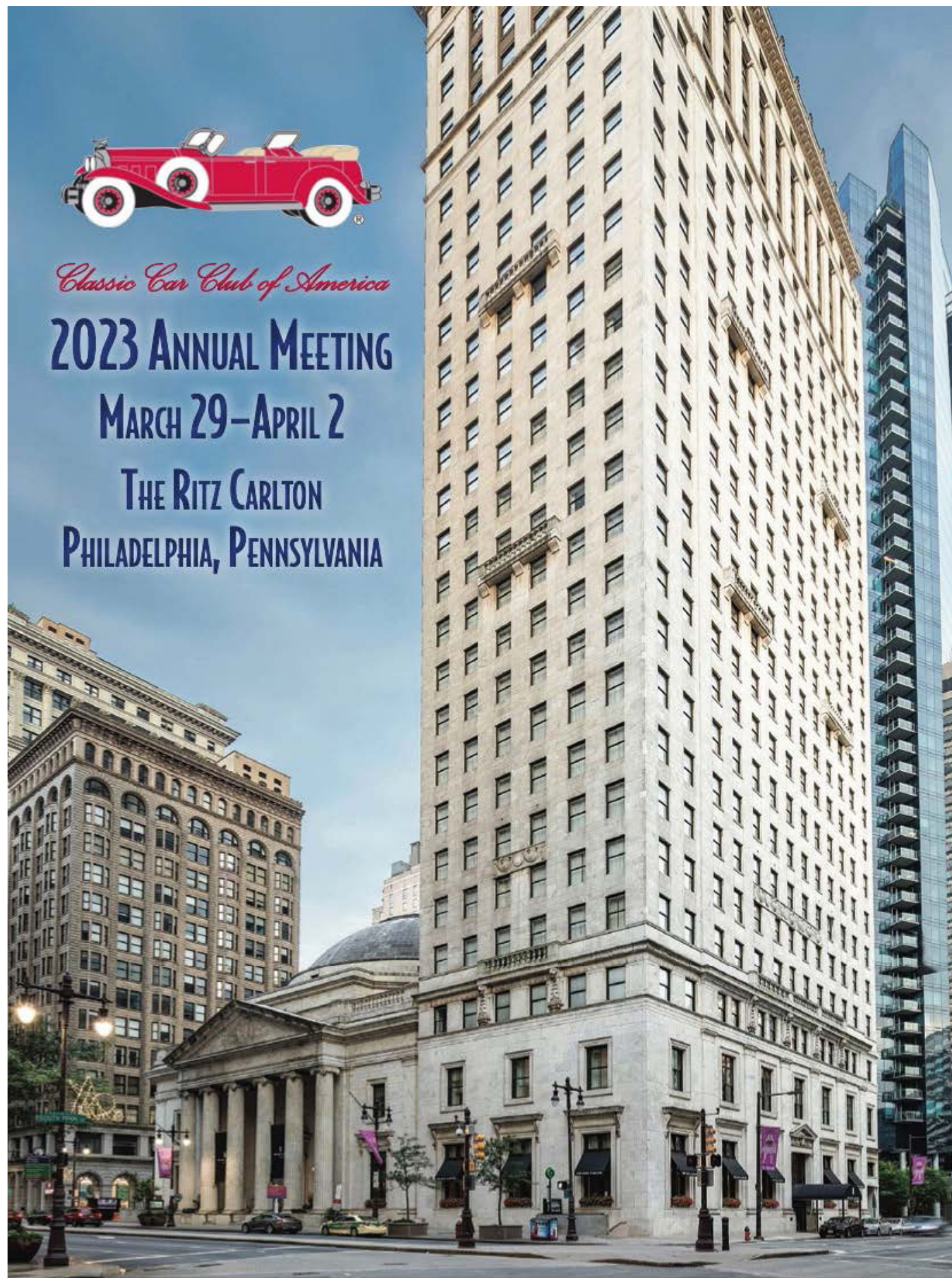
A ONCE IN A LIFETIME LOVE THAT BEGAN AS HIGH SCHOOL SWEETHEARTS, FUELED THEIR LIFELONG PASSION FOR CARS.
Ed and Judy also cherished the wonderful friends they made along the way.

We Proudly Present this special vehicle from the Ed and Judy Schoenthaler collection.



A very heartfelt "Thank you" to the family of Ed and Judy, who opened up their space for us. Viewing all the collections - cars and everything else - was truly a unique experience. One that will be remembered for a long time to come.





THE SATURDAY EVENING POST 87

This Christmas
Give the one you love
A CAR SHE'LL
LOVE

Nash is a wonderful car for a woman. Smarter looking. Quieter. Safer. Much easier to manage. The motor is smoother and finer because of the Nash 7-bearing principle. Nash 4-wheel brakes are safer because of their *Two-Way* action. And Nash is, without a doubt, the *easiest steering motor car on earth*.

Pick out her Nash today, for delivery bright and early Christmas morning. 24 models to choose from, each one a luxurious 7-bearing Six, priced from \$865 to \$1990 f.o.b. factory.

NASH
 LEADS THE WORLD IN MOTOR CAR VALUE

The
Standard Six Sedan
\$895
f. o. b. factory



**1937 Packard Super 8 Convertible Coupe
"The General"**

Owner: Gus Levisay

Gus Levisay was very happy to have his latest acquisition featured in The Dashboard. In fact, that is where he first heard it was for sale. The car, nicknamed "The General" because of its reported one-time ownership by General George Patton, was previously owned by another GIRCCCA member, Paul TerHorst.

Gus did not know Paul, but when he saw the car in the Dashboard, as part of TerHorst's estate, he thought that "This is something we can do. We were out of projects and I thought we could do one more." We, being his often partner-in-restoration, Chet Jacobs.

Jacobs and Levisay are neighbors who have known each other a long time, and have restored a number of cars together over the years.

When Gus drove up to look at the car, it was in pieces, but he was excited about it. He knew that he and Chet could do the work.

He first saw it in person in January of 2021, traveling through a snowstorm to look at it. He picked it up in April and took it back to his garage in Spring Valley.

There were lots of parts, TerHorst had started restoration

on the car, and most of them were usable. The top had already been done, as had the upholstery on the seats. "It was too nice to re-do", so he kept the seats, and had the interior door panels redone in black leather to match. He also redid the woodgraining on the dash. It positively shines.

The new owner also had it re-painted. The color looks



black at times but is actually a deep blue. Some people call it a 'Lincoln Blue' or 'Packard Blue'. It is an original color offered by Packard in 1937.

The running boards had also been done, except for the stainless strips, which took "...months to get". Other re-chroming was also done, and the engine rebuilt.

Gus has not been able to drive the car, however. He had back surgery in September and is for the moment confined to driving around on a golf cart. But he hopes by Spring that will change.

"The General" is not the only car in the Levisay garage. He has several others, restored by himself and his friend Chet Jacobs. They are both proud of what they've accomplished with the cars. Having seen them, lucky enough to be given a private tour of the collection, they are indeed gorgeous, beautifully restored automobiles, and include another Packard, a '47 Cadillac, and a Pierce Arrow.



Nicely done, classic black leather interior, while the tan convertible top also makes a classic statement atop the dark blue body. The beautifully restored wooden dash is a work of art.

The four star 'license plate' is of course an homage to General George Patton, who reportedly owned this car at one time.

The below photo is a picture of Chet Jacobs, as he backs the car out of the garage for the photo shoot. Chet did work on this car along with Gus, as well as most of the other cars in Levisay's collection.





The front end of the car is shown at left as it was upon purchase by Levisay, and some of the boxes of assorted parts, looking like a giant jigsaw puzzle, are in the other photos..

Along with the boxes of parts were a couple of albums that included various paperwork, some early photos of the car, and newspaper clippings, including the one on the following page, of a very proud Paul TerHorst. TerHorst bought the car in 1966.

The Shop Manual and Operation Booklet pictured here were just two of the original historical items included with the paraphernalia relating to the car.



ONE OF THE MAIN attractions in the Auto-Regio Park parking lot Thursday was a 1937 Packard owned by Paul TerHorst of Buffalo Grove. The classic auto was owned by Gen. George S. Patton until World War II began in 1939. TerHorst bought it in 1966.



CoverCar Year - 1937



Franklin D. Roosevelt
US President 1933 - 1945



Average cost of a
1937 Ford - \$850.

Tuition to Harvard
University \$420 per year

The Cadillac Series 65, built on the C-body instead of the B-body, appeared in 1937. It was slightly higher in status than the LaSalle, also offered by Cadillac. It was offered in only one body style, a 4-door 5-seat sedan, built by Fisher on the same 131.0 in wheelbase as the Cadillac Series 70 and the Buick Roadmaster.

World Population: 2.3 billion
U.S. Population: 128.8 million

Average cost
Gallon of Gas
10 cents

Average Cost of
a New Home
\$4,100.00



Average Yearly
Wage
\$1,780.00



The 1937 World Series featured the defending New York Yankees and the New York Giants in a rematch of the 1936 Series. The Yankees won in five games - their second championship in a row and their sixth in 15 years.

"Blow Your Wig"

"Giggle Juice"

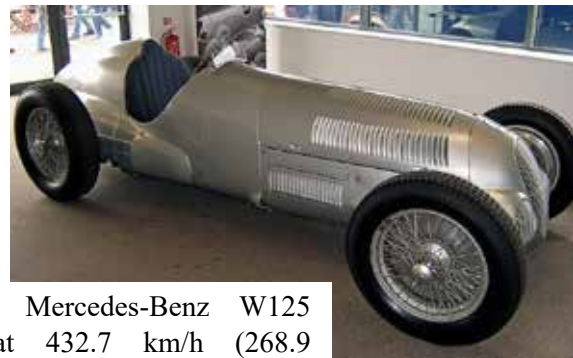
"flivver"

"Don't that beat all"

"hep cat"

"Slip me a five"

"What a load of malarkey"



In land speed record runs, Mercedes-Benz W125 Rekordwagen was clocked at 432.7 km/h (268.9 mph) over a mile and a kilometre. This car was fitted with a DAB V12 engine (82.0 x 88 mm) of 5,576.75 cc (5.6L, 340.31 CID) with a power of 726 hp (736 PS) at 5,800 rpm. photo by John Chapman



WE SUGGEST YOU SHOW THIS PAGE TO YOUR SECRETARY

THE easiest, pleasantest and, ultimately, the most satisfactory way you can approach the purchase of your new motor car, we believe, is by showing this page to your secretary with instructions to accept for you the invitation it extends.

The invitation? Simply this: we ask you to accept for a few days, without obligation, a new 1938 Packard 12 or Super 8—to use as though it were already your own.

We do this because of our complete conviction that these Senior Packards for 1938 are the finest motor cars ever built . . . and that their superiority is so marked as to be immediately apparent to anyone who rides in them.

Certainly you will recognize at first glance those distinguished, *always* recognizable basic Packard lines. You will note during your first ride the extraordinary degree of comfort and quiet with which a Senior Packard serves you. When you put it to whatever tests occur to you, you will promptly sense the car's mechanical perfection and extremely high safety factor.

And you may well be surprised to discover that a 1938 Packard 12 or Super 8 actually costs hundreds of dollars less than any comparable car, foreign or domestic.

So . . . we suggest that you show this page, today, to your secretary and say, "Please accept this invitation for me!"

NOTE FOR SECRETARY: Look under "Packard" in the telephone book for the Packard dealer nearest you. Call him and tell him when your employer would like to accept a 1938 Packard 12 or Super 8 for trial. Thank you.

PACKARD

The 12
The Super 8

ASK THE MAN WHO OWNS ONE

If You're NEAR...

This month's column deals with Museums that once were a joy to visit, but for one reason or another, have closed.

...Cresson, Texas; Reno, Nevada; Tustin, California; Las Vegas, Nevada; Shipshewana, Indiana; or Branson, Missouri... you will no longer find car museums to which I might have directed readers in the past. Unfortunately, museums I once toured and enjoyed are no longer in existence. This bespeaks the fragility and challenges museum operators face as they endeavor to offer wonderful opportunities for car enthusiasts and others to see interesting automobiles and related items while also trying to bring in enough revenue for the museum to enable continuing operations.

Automobile museum closures have not been limited to museums that I have visited. Sadly, many I have not seen in the past closed as well and, unfortunately, news of more recent closures has become common. The reasons for closure vary, but most are prompted by financial matters. In some cases, government regulatory requirements create burdens too. For example, making sure a facility meets building codes or mandatory increases in the minimum wage. In still other cases, a museum will close when key backers have felt themselves unable to continue supporting a museum or pass away. Finally, some observers believe a decline in public interest in vintage collector cars is causative.

The aim of this piece is two-fold: (1) to alert vintage car collectors and car enthusiasts about the challenges facing today's museum operators and (2) to suggest that collectors and enthusiasts step up and help one or more museums with various supports. This might involve making monetary donations, donations of automobiles, or other intangible items, like donations of time and talent; or by just making frequent visits to museums or participating in special programs they may offer. If today's car collectors and automobile enthusiasts do not "step up" and help these museums, they will not be around for your children and grandchildren to see, and a lot of history will disappear into the "cloud."

With the thought in mind that readers might enjoy my impressions of them, I have provided brief descriptions of

by Charles Falk

car museums that I visited prior to their closing. If you want to know more about any of them, some information is still "out there" on the Internet.

The Pate Museum of Transportation – Cresson, TX

Not long after I took a job there and became a Fort Worth resident, I found my way to suburban Cresson and The Pate Museum. As I recall, it was only the second time that I had visited a car museum. As its name suggests, The Pate was far more than a car museum. It was also the "dream" of the late Adlai McMillan ("A. M." or "Aggie") Pate, Jr., a colorful and accomplished character (of which Fort Worth had many) who made a fortune from his oil field services business, Texas Refinery Co., in Fort Worth. It is reported that he began to start a classic car collection in the 1940's and by 1969, his collection grew to about thirty interesting cars. With the help and collaboration of his brother, the late Sebert Pate, Aggie Pate opened his museum and put those thirty cars on display. Later acquisitions grew the collection to about double that number at time of Aggie Pate's death in 1988.

As it happened, Mr. Pate's penchant for collecting broadened beyond automobiles. His "transportation museum" boasted an impressive collection of autos and other types of vehicles that represented a span of more than 100 years of transportation history. This entailed horse-drawn wagons, trucks, tractors, boats (including a "Yellow Submarine"), rail cars, a space capsule related to the "Challenger Disaster," military tanks, helicopters and other WWII, Korean, and Viet Nam aircraft, and other treasures. With so many military installations located in Texas, it was not hard for collectors to find surplus military equipment there. The Pate Collection was exhibited on a multi-acre site on Hwy 377 near Cresson. One writer promised visitors "they would enjoy the funky, eccentric styling of automobiles in the collection."

I looked at all that was displayed at this site, but my principal interest was in the cars. My recollection is that



there were about forty or so at the time of my visit. These included the a 1903 Cadillac Rear Entrance Tonneau, a 1904 Schact, 1929 Duesenberg Dual Cowl Phaeton, 1929 RR Phantom VI "Boattail Tourer", 1934 Brewster, 1935 Pierce Arrow V-12 "Silver Arrow", 1935 Aston Martin MK III Tourer, 1935 Packard V-12, 1950 Zim (Russian) Limousine, 1962 Checker Cab (reportedly hailed by Lee Harvey Oswald immediately after JFK's assassination), 1968 DeLorean, 1968 Sunbeam Alpine, 1968 Shelby Mustang, to name only a few.

While I was interested in most of the cars, I remember being drawn to the 1934 Brewster because I had never seen or heard of them before. I learned that they were created by the longtime coach builder (Brewster) so they would have something "affordable" to sell in the depths of the Great Depression. In 1934-35 they fitted 135 luxury bodies onto standard Ford chassis and running gear. The scooped front radiator was distinctive.

While I was pleased to see the cars in the Pate Collection, I was surprised that only a few of them were in a "museum quality-like" condition.

At the time of its closing, the Pate's demise was attributed to "declining donations and the need for expensive upgrades to maintain a free admission policy." In June 2010, forty-three cars from the collection were sold at auction. This museum closed on Christmas Eve 2009

The Harrah Collection – Reno, Nevada

While attending a convention in Reno, I made the time to see the "world class" car collection of the late Reno gambling mogul, William F. Harrah. He was also successful in many other unrelated business ventures and a serious "car guy." The Harrah's Automobile Collection is said to have "reflected the passion, and the fortune of one man: William Fisk Harrah."

It has been reported that Mr. Harrah's first collector car purchases took place in 1948, when he purchased a 1911 Maxwell and a 1911 Ford. Before long he had a hundred or so cars and decided he needed a place where he could store and work on them. By the time he found space - an old ice plant in nearby Sparks, Nevada - he had 325 cars. In February 1962, Harrah opened his collection for public viewing. Later, the collection grew to about 1,300 cars. Other acquired space brought the museum's footprint in Sparks up to twelve acres. At that point, Harrah decided that a proper museum was needed. After acquiring property, and adding another 150 or so cars to the collection, tragedy struck when he experienced a neural hemorrhage and died at the age of sixty-seven in June 1978. Ken Gross, writing for the Hagerty Insider stated that, at the time of his death, and as the owner of 1,450-1,500 cars, Bill Harrah had created "the most significant amassment of vintage cars ever assembled." And that included some of the rarest and most valuable cars of all time. Plans for building a new, spectacular museum on the edge of Reno were dropped after

Mr. Harrah's passing. That event also significantly affected direction of the existing museum.



Photo Courtesy UNLV Libraries Special Collections & Archives, University Of Nevada, Las Vegas

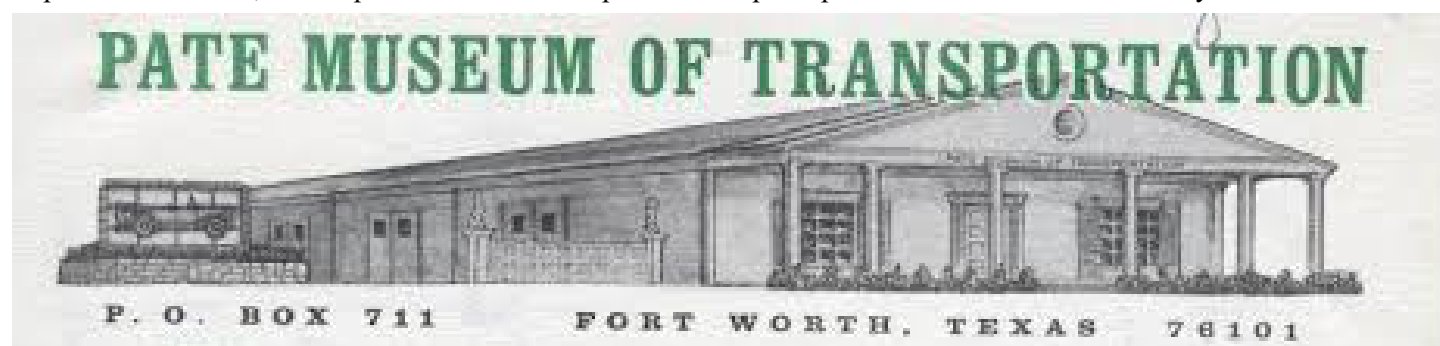
Harrah's car collection is too elaborate for adequate description in this space. But if you had been with me in April 1984, while the museum was still as it was before his passing, if you had an interest in a particular vintage car - any car, it was somewhere in the collection. Here is a sample of cars in the collection at that time that other writers have singled-out for special mention.

1907 Thomas Flyer (which won the 1908 New York-to-Paris race), 1908 Maxwell, 2 Bugatti Type 41 Royales (of which there are six in the world), 19 Duesenbergs, 1925 Julian (one of a kind), 1933 Pierce Silver Arrow, a Buckminster Fuller Dymaxion (one of three extant), and celebrity cars once owned by James Dean, Frank Sinatra, Al Jolson, Elvis Presley among others)

Like most visitors, I was awestruck by the size of the collection and by the variety of car marques represented. The quality and appearance of the cars on the floor was uniformly excellent. I am glad that I had the chance to see the collection when it was at its most grandiose level.

The museum and its collection went through a stormy period after Bill Harrah's death. Successors debated options and then chose to sell off most of the collection in 1984-85. (But, as noted below, it has been re-born at a smaller scale.)

The Reno Community, recognizing the tourist appeal of the Harrah Museum, was distraught by Mr. Harrah's death and its effects of closing his museum. Mr. Harrah left no advance plans about what should be done with his collection upon his death. Complexity was injected into the situation because Harrah did not personally own the vehicles in the collection. Instead, they were owned by and titled to his hotel and casino corporation. Thus, when Holiday Inn Corporation emerged in 1980 and purchased Mr. Harrah's hotel and casino operations, the car museum and cars became theirs too.





1925 Julian Sport Coupe 5 passenger - body by Fleetwood

The Hilton Corporation’s plan was to immediately sell, or auction off all the cars. After all, they were hoteliers, not car museum operators. That idea quickly met resistant from the community, the City of Reno, Nevada’s Governor, and others. The Hilton people agreed to slow down until other options could be explored. This spawned the idea of building a non-profit museum that would “Continue in the Harrah tradition.”

The Holiday Inn Corporation was still determined to sell the cars but relented to community pressure and set aside 175 of the Harrah’s Museum cars, and the Harrah research library, as a gift for a future non-profit car museum to be constructed in the Reno area. In 1984-85 the remaining cars were sold at three huge, heavily attended auctions. Mr. Gross called it “the greatest going-out-of-business sale the classic world has ever seen.”

After generous donations from the City of Reno, the State of Nevada, and other sources - including many who donated cars, “The “National Automobile Museum: The Harrah Collection,” opened in Reno on November 5, 1989. Its focus is on pre-1950 vehicles that were originally collected by Bill Harrah. It presently owns about 220 cars. As noted, my visit was to the original museum. I have not seen this one yet. However, the new museum shows up on many “best car museums,” lists. So, it would be a “must see” if you are in Reno.”

Joe’s Garage Automotive Museum - Tustin, California

I often traveled to California in the past. On many trips, when I had the time, I sought out and found my way to nearby car museums and collections. On one of those trips, in 2005, I learned about the existence of a supposedly “neat” car museum in Orange County. I was able to track it down and was allowed, via the courtesy of event coordinator, Pat Carter, to view “Joe’s Garage,” even though it was supposed to be closed on that day. The museum turned out to be wonderful “Southern California-Centric” assortment of hot rods, classic American customs, racers, motorcycles, and a stock vintage collectible car or two.

The collection was put together by the late Joe MacPherson, a lifetime “car guy” and successful auto dealer who is credited with changing how cars were marketed in

Southern California. He created the concept of multiple marque “auto park clusters” (as opposed to the traditional stand-alone, single marque dealership model).



The private “Joe’s Garage” museum is said to have “served as a monument to his passion and to the Southern California Car Culture.” When I saw the car collection arrayed amidst 28,000 square feet of interesting objects, I thought to myself “this guy’s theme is pure ‘California Dreaming.’” Visitors were first treated to a generous assortment of track or dirt-racers, hot rods, motorcycles, and beach-oriented “Woodies.” Other cars in the collection were reminders of several marques that had passed through his dealerships. There were Model A’s, T-Birds, Corvettes, and customized Fords and Chevies of the “30s, ‘40’s, ‘50s, and 60’s to view. What interested me most was how the cars had been placed in interesting and well-designed settings: the beach, a dirt track, the “shade tree mechanic’s” place, Hollywood Boulevard, etc. Because of the building’s lofty ceilings, those settings mostly featured huge wall-to-ceiling murals in almost every area within the exhibit. The murals, dioramas, and automobilia all lent authenticity and enhanced the presentation of the cars and other vehicles. Some of the paintings were created by artists with significant enough reputations to draw visitors to the museum who had more interest in the artwork than the cars.

Although I was more interested in other vehicles, it was the race cars, many of which had significant provenances, that often drew more attention of other visitors to this collection. These included the following. 1923 Miller Supercharged race car that was a Pebble Beach Concours winner.

1966 All-American Racers Gurney Eagle. The first of these built by racing legend, Dan Gurney, and his team.

Dale Earnhardt’s 1994 Winston Cup championship-winning Chevrolet Lumina

1954 Chrisman Ford Bonneville Coupe that was record-breaking land-speed racer

This museum’s demise was triggered by the death of its founder, Mr. McPherson, who passed away on March 14, 2007. Soon thereafter, the museum was closed and the collection of about 50 cars and 25 motorcycles were auctioned off on June 14, 2008. Altogether, more than \$10 million was raised via the auction and those proceeds were donated to charity. The racers, noted above, drew the highest prices in that auction.

This museum closed in 2007.

The Imperial Palace Car Museum, Las Vegas, Nevada

When I paused for a couple of days on a trip that took me through Las Vegas, I checked out what had changed since my last visit, many years earlier. I used my time to see a few shows and nearby sites. One spot that drew my attention was the car collection located, oddly enough, on the fifth floor of the Imperial Palace Hotel’s Parking Garage, on the Vegas Strip. At some point thereafter, The Imperial Palace was renamed “The LINQ” and the car museum remained as a feature.

The museum was created in the early 1980’s to display the collector cars belonging to the hotel and casino’s controversial owner, Mr. Ralph Engelstad, who died in November 2021. Mr. Engelstad was also one of the principals who developed the Las Vegas Motor Speedway in 1996. With its 125,000 square feet of space, the museum billed itself as “The World’s Largest Classic Car Showroom.” By 1999, the museum’s peak year, more than 400 cars had been on display. The display was considerably smaller at the time of my visit a few years later.

My recollection is that the museum was stark. Being on a floor of a parking garage, with low ceiling heights, there were limits to how creative settings for the cars on display could be. There was some of this, but it was not extensive. However, after entering the museum, things perked up as one encountered the extensive array of interesting classic and collector cars--all cleaned up and in excellent condition. For starters, as a by-product of Mr. Engelstad’s strong interest in pre-war cars, this museum claimed to have the largest collection of Duesenbergs and pre-war Mercedes Benzes in the world. His display of a 1939 Mercedes-Benz “Parade Car” (with Nazi trappings), once owned by Adolph Hitler created much controversy. At one time, this collection attracted as many as 3,500 visitors per day. Here is a brief list of some of the attention-getting cars in the collection: 1919 Mercedes Model 8/18 Town Car – Owned by John Jacob Astor, 1922 Renault Town car Model40 – Body by Kellner, 1928 Delage -Owned by the King of Siam, 1929 Isotta Fraschini - Tipo AA, 1930 Ruxton R30 Continental – Body by Budd, 1934 Tatra 77, 1935 Hispano Suiza - body by Saoutchik, 1936 Mercedes Benz 500 SK roadster, 1937 Cord 812 Phaeton – Owned by actor Tom Mix, 1938 Cadillac V16 Tourer – Owned by comic, W. C. Fields, and other “celebrity owned” cars.



Around 1999 the hotel (and auto collection) ownership changed. The new owners merged their personal car collections into what existed and changed the museum philosophy too. It became “The Auto Collections at the Imperial Palace.” The new entity became a hybrid of a museum and a buy-sell, specialty automobile dealership. Changes notwithstanding, I enjoyed my opportunity to see some neat vintage, collectible cars. Uniquely, almost all vehicles had price tags on them--so “dreamers” could put a price tag on their automotive dreams.

According to one source, in the years following my visit, the collection dwindled to about sixty-five cars (many on consignment), visitor traffic in the “museum” diminished, and a lot of the buy-sell business shifted to on-line. Given these factors, “The Auto Collections,” as the museum had become known, closed to the public on December 30, 2017.

This museum closed on December 30, 2017.

Hostetler’s Hudsons Auto Museum, Shipshewana, IN

When in operation, this museum billed itself as “The Most Unusual Collection of Hudsons in the World.” The museum was established in 2007 to house inventor and entrepreneur Eldon “Ziggie” Hostetler’s Hudson automobile collection. This collection was also billed as the world’s largest Hudson - manufactured automobile collection. I was pleased to have met and spoken with Mr. Hostetler when it was a featured stop for a driving tour hosted by this car club. (He died in 2016.) I thought that Shipshewana was a beautiful, interesting community that was also lucky to have a fine car museum within it.

The Hostetler Collection was displayed in a stark and utilitarian-looking space in a city-owned conference and event center that was later sold to private interests. The exhibit hall devoted to the Hudson Collection included displays and other automobilia in addition to its fifty-five vehicles. There were also Essex and Terraplane automobiles that had been built from 1909 to 1957. A few that were highlighted were: 1911 “Mile-a-minute” Speedster, 1928 Murphy-Bodied Town Car, 1931 Hudson, 8-cylinder, seven passenger, Phaeton, 1930 Hudson Hearse, 1951 Twin H-Power Hornet Convertible, 1952 Hudson Hornet 6 – A NASCAR-driven car that served as the model for the “Doc Hudson” character featured in the “Cars” animated film in which actor Paul Newman was the voice of “Doc” Hudson.

When I was a neighborhood kid, I did not think much of Hudsons then on the street. But, after Hudson built the step-down, wide track models that excelled on the stock car racing tracks in the early ‘fifties, I become an admirer. But visiting this museum, I saw Hudsons from the company’s early years that I thought were great builds - and I admired this marque even more.

About five years ago, the museum encountered rocky financial waters that included anemic revenues from



Eldon Hostetler

admissions and other fees; the city's decision to withhold revenue that flowed into the museum from a local motel lodging tax (which gave evidence of flagging support from the community); and a new landlord that didn't wish to make concessions on rent it charged to the museum. Hostetler Family members urged community leaders to recognize that the museum was an asset to the areas aims of increasing tourism and pled for the city to give the museum more time to build its reputation and visitor numbers. The appeal was ignored, so the museum closed. In 2018 its estimated \$4 million worth of Hudsons were sold at a dispersal auction for \$7.2 million (with the NASCAR-raced '52 model earning \$1.265 million of that.) This museum closed in 2017.

'57 Heaven Automobile Museum - Branson, Missouri

Our past was filled with frequent driving trips between the Chicago Area and the Dallas/Fort Worth "Metroplex." It became our habit on those trips to make an overnight stop in Branson, Missouri—where we would have a nice dinner, see a show, and sleep before moving on to the next day's destination. On one such stop, we discovered the "57 Heaven" museum that was located beneath "Dick Clark's American Bandstand Theater". Two or three 1957 model cars were parked at street level to draw attention to the museum. Glenn Patch, a wealthy publisher, cum real estate developer, was the force behind it's creation. The museum space beneath the theater was cavernous and accommodated almost eighty collector cars, extensive thematic installations, and countless items of automobilia.

While at the museum, I spoke with Bob Schmidt, who curated the collection for Mr. Patch. He explained the philosophy behind the collection. It was Patch's view that the year 1957 was a "Year of Firsts." To him, it was a seminal year for domestic automobile manufacturers in terms of design/styling achievements, engineering and other technical advancements, and new automobile features or options that became available to consumers for the first time. It was also a "Year of Lasts." 1957 marked the end of the De Soto automobile, was the last year of a full line-up of Packard automobiles, and the year of the demise of the Hudson marque. To him, it was also the year of the "Summer of Chrome."

"I thought they were the prettiest, with the tail fins – lovely design," Mr. Patch said when asked about the cars of 1957, adding "The '57 Chevy Bel Air convertible is the best-looking car ever made."

It became Mr. Patch's goal to obtain at least one of every brand, model, and sub-brand of American automobiles made in 1957. For example the collection did not just have a 1957 Chevrolet; it had the One-Fifty, a Two Ten, a Bel Air, and the three types of station wagons available for that year. The same scheme was followed for all the other marques. Moreover, he was determined to have "a showroom example of every convertible made in the U.S. in 1957." He achieved that goal by adding all thirty-two of them in his collection. A large assortment of 1957 station wagons and pickups became part of the collection, totaling seventy vehicles.

With the help of Mr. Schmidt and others, Patch had the exhibit space dressed out with several full-sized structures, dioramas, and related automobilia representing what was available or in use in 1957 - items and settings that typical drivers would have come upon in that year. There was a dry goods store, Texaco filling station, a drive-in theater (with a period movie being shown), a drive-up burger restaurant complete with carhops, a Cadillac car dealership, a 1957 modern style ranch house, a motel - and more.

Remember too, that 1957 was a year when bright colored two or three-tone paint jobs were common. When I went through the door into this place, I saw color, brightness, glitz - and a part of my past. All of this made a smile immediately appear across my face that remained there for the entire time I was in the museum. '57 Heaven excited me for another reason. I had purchased a new white 1957 Plymouth Belvedere convertible in 1957 and Mr. Patch had both the Fury and Belvedere 1957 model convertibles in his collection. That gave me time to gaze at them and think about the interesting things my convertible and I shared in those days.

Unfortunately, the nation's economy took a bad turn in 2007–2009. This put Mr. Patch in a bad spot and he was forced to close the museum and sell its cars so that debt obligations pertaining to his real estate developments could be met. He first offered the museum and all contents for sale at \$17 million. Without takers, in late November 2009, Mecum Auctions sold 76 of the vehicles for just under \$7 million. Unfortunately, the buyers were from five continents and what they bought may not ever be seen again in America.



This museum closed in October 2009. (After less than four years of operation).

Others Gone, but not likely forgotten

I have devoted this piece to car museums that have given me joy in the past when I have visited them. Each did this in varying degrees. Unfortunately, there are others which I have not visited that have also closed their doors in recent years. These are the ones I know of: The Walter P. Chrysler Museum – Auburn Hills, MI, The Riverside International Automotive Museum – Riverside, CA, and Tupelo Automobile Museum – Tupelo, MS

If you have read this far, you will note that we have lost a lot of automotive history as well as the opportunity to see and experience these museums. Because of closure, our collective loss is larger.

I hope that this narrative might inspire some readers to look at museums they like, or museums that they may want to tour, and to think about how they might help these communities remain viable so that they will "be there" for us in our future.

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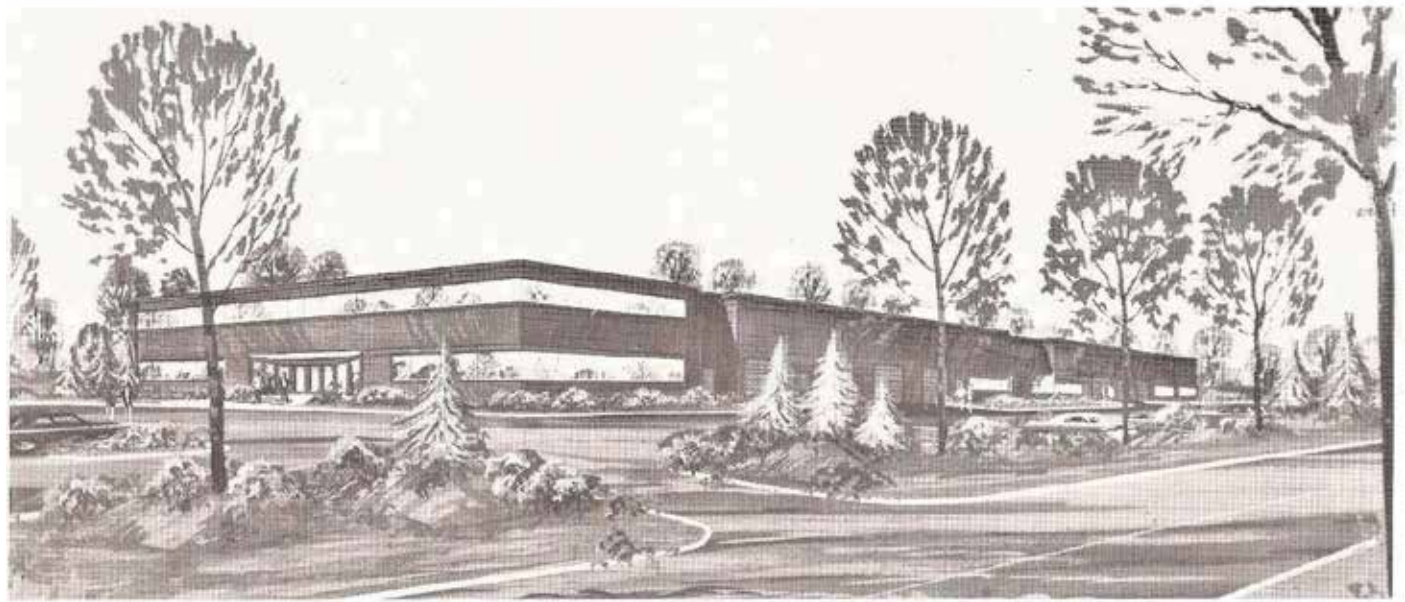
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Flying Cars

by M. Blevins



Waldo Waterman built his first aircraft, a biplane hang glider, in 1909 while still in high school, successfully flying it on a slope near his home and by auto-tow. Testing his aircraft, he and a partner found it was under-powered and needed the auto-tow assist to get airborne. It flew somewhat successfully, but crashed, breaking both his ankles.

Watermann managed to attach himself to aviation pioneer Glenn Curtiss' operations when Curtiss moved his winter headquarters to North Island in California. In 1912 the US Navy moved three aircraft to Curtiss' testing station, where Waterman was by this time a fixture.

Waterman took up mechanical engineering at the University of California, and when WWI broke out, he became head of the Department of Theory of Flight. He was not eligible for combat due to his previously broken ankles. He established the Waterman Aircraft Manufacturing Company, but was forced out of business when the U.S. Army began unloading war surplus aircraft for a fraction of what he could sell his custom aircraft.

Waterman built his first tailless monoplane in 1929. It had a swept wing, a truncated fuselage and a forward trim plane. It came to be called the "Whatsit" because everyone was puzzled by its strange configuration. Responding to a safe airplane competition, he adapted the design and came up with the "Arrowplane" a prototype two-place, high-wing tailless cabin monoplane equipped with a tricycle landing gear. It was powered by a four-cylinder, 95 HP Menasco C-4 air-cooled inline engine mounted in a pusher configuration in the rear of the passenger/crew nacelle. Automobile style doors allowed entry into the side-by-side passenger cabin. While the Arrowplane was not roadable, it was a major advance toward achieving Waterman's ultimate goal of a roadable airplane.

While experimenting with the Navy's flying boats, Glenn Curtiss had talked about the possibility of a flying car,

and he built the Autoplane. It never flew, but was exhibited at the Pan-American Aeronautic Exposition in New York City's Grand Central Palace. Waterman, inspired by Curtiss, made one of the first successful flying cars 20 years later - the Waterman Arrowmobile,

Forming Waterman Arrowplane Corporation he strived to develop a roadable version known as the Arrowbile. The aircraft was required to meet the certification criteria for both the Bureau of Air Commerce and the state motor vehicle departments. Waterman used as many standard auto components as possible, including a Studebaker radiator, interior knobs and parts, hood grill, starter, generator, battery, and engine, Ford radiator grill and gear reduction assembly, Austin steering wheel, and Willys headlight, internal differential gears, and wheel brakes. The only expensive aircraft quality instruments used were the magnetic compass, air speed indicator, and altimeter. The only device used for flight control was a wheel yoke that was suspended from the cabin ceiling in front of the pilot. This same wheel was also used to turn the nose wheel for steering during ground operation. The wheel brakes, ground accelerator pedal and a foot button starter switch were the only controls on the floor. To convert for ground operation, the two wings were separately detached by first removing the pins from the lower wing strut attach points and then swinging the struts out to be used as a stand. Operation of the safety release on the cabin ceiling extracted the tapered pins retaining the spars and controls connections. The propeller was then disengaged and the ground drive transmission engaged. You could then drive the vehicle to your destination and upon your return the procedure was reversed in order for it to fly again.

The first test flight was in 1937. Easy to fly and virtually spin and stall proof, the \$3000 cost however, was more than anticipated. The Studebaker Company, looking to advertise



its engines, bought the company and ordered the first five aircraft. Three Arrowbiles attempted a flight from Santa Monica to Cleveland - one had to turn back but the other two finished the flight. Arrowbile No. 6 was not completed.

Waterman took ill and closed the company, but in 1940, his health restored, he purchased one of the aircraft, and an engine from Studebaker, and continued his research.

In the late 1940s Waterman retrieved as many parts of the incomplete Arrowbile #6 as he could find and continued his work. His improved postwar version had a swept wing tailless pusher configuration with its tricycle landing gear, a larger fuselage section which carried a pilot forward and two passengers on a bench seat in the back and a postwar Franklin-built Tucker automobile engine. Rechristened the Aerobile #6, it is on display at the Steven F. Udvar-Hazy Center (Smithsonian Air and Space museum extension in Dulles, Virginia).

Finally, in 1957, the aircraft was given registration number N-54P in the experimental category. But by then the market for such an aircraft had vanished. In his long and distinguished aviation career Waldo Waterman contributed many ideas to the design of a safe, easy-to fly aircraft. The Museum's Stearman-Hammond, Waterman Aerobile, Stout Sky Car, and Erco Ercoupe stand as testaments to the flivver aircraft movement of the 1930s. Waterman restored Aerobile No. 6, in "Buick blue" and white, and donated it to NASM on March 24, 1961.

In 1968, Waldo Waterman was inducted into the International Air & Space Hall of Fame.

Sources: Wikipedia and the Smithsonian National Air and Space Museum website. <https://airandspace.si.edu/collection-objects/waterman-aerobile/nasm-A19610156000>



Flivver (*noun*) - a cheap car or aircraft, especially one in bad condition.

Flivver is early twentieth-century American slang for an automobile, frequently used for a poor quality or poorly maintained car. It may also refer to: Flivver, nickname for the Ford Model T, the first mass-produced automobile. After 1928, could mean any old broken down car.



Stout Sky Car

photo By Texanpilot1 - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=91416437>



Ford Flivver

Photo from San Diego Air and Space Museum Archives Uploaded by Bzuk at en.wikipedia - Source, CC BY 3.0, <https://en.wikipedia.org/w/index.php?curid=36632522>

The Stearman-Hammond

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Alvis	Dagmar	Humber	Mercedes	Simplex-Crane
Amlcar (considered)	Daimler	Hupmobile	Mercedes-Benz	Stearns Knight
Apperson	Daniels	Invicta*	Mercer	Stevens Duryea
Armstrong-Siddeley	Darracq	Isotta-Fraschini	M.G.	Steyr
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Auburn	Delahaye	Jaguar	Minerva	Stutz
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Ballot	Doble	Jordan	National	Talbot
Bentley	Duesenberg	Julian	Owen Magnetic	Tatra
Benz	Dupont	Kissel	Packard	Templar
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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	ReVeré	Winton
Buick	Georges Irat	Lincoln	Richelieu	
Cadillac	Graham-Paige/Graham	Lincoln Continental	Roamer	
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from the **Rumble Seat** ... the editor's page



I did get to peek inside as I got to talking with the driver, who told me that this particular bus was a 1937.

The White Motor Company was an American automobile, truck, bus and agricultural tractor manufacturer from 1900 until 1980, also producing bicycles, roller skates, automatic lathes, and sewing machines. Before World War II, the company was based in Cleveland, Ohio. White Diesel Engine Division in Springfield, Ohio, manufactured diesel engine generators.

In a four-way competition with Ford, REO and GMC, held by the National Park Service in 1935 at Yosemite National Park, The White Model 706 chassis emerged as the winner. Starting in 1936, White produced 500 of them, specifically to carry passengers through seven of the National Parks of the western US; bus tours were offered as most tourists arrived by train before World War II. The distinctive vehicles, with roll-back canvas convertible tops, were the product of noted industrial designer Alexis de Sakhnofsky, using bodies from the Bender Body Company of Cleveland.

Today, Glacier National Park operates 33 of its original 35 buses, where they are referred to as "Red Jammers", and eight (of an original 98) have been restored for renewed service in Yellowstone National Park. Yellowstone's eight buses were refurbished in 2007. Glacier has kept one bus in original condition. Yellowstone has five White buses in original condition, two model 706s and three older units. The fleet of vintage buses ferry visitors on a variety of guided tours. The distinctive antique yellow vehicles have retractable canvas roofs and panoramic windows, making them ideal for sightseeing.

At the height of their popularity within Yellowstone in the mid-1920s, more than 400 of the vehicles operated in the park. "Yellowstone had



the second largest bus fleet in the country in the mid-20s, second only to Greyhound."

As more visitors began arriving in private vehicles and exploring the park on their own, the Yellowstone tour buses were gradually sold off. In 2002, Xanterra purchased eight of them from the Skagway Streetcar Co., which had used them for touring the historic Alaska mining town. In 2006, the vehicles were refurbished to meet modern safety and mechanical standards and in 2007, Xanterra returned the buses to service in the park

I would love to go back to Yellowstone and when I do, I'm going to make it a point to take a ride in this bus.

Maureen

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





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