

The DASHBOARD

Summer 2018



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

Inside This Issue

Summer 2016

Letter from the Director	2
Upcoming Events	3
Oakbrook Show	4-7
Unveiling at Exmoor.....	8-9
Repairing your classic in the future.....	10-11
Henry Ford Homestead.....	12-14
Cover Car Year 1933	15
Cover Car.....	16-20



1933 Concept Cars	21
If You're Near Kokomo Auto Museum, Kokomo, IN	22-25
Award Winners.....	26-27
Old Car in the Field.....	28
List of Approved Classics.....	31
From the Rumble Seat Editor's Page	32



Annual Advertising Rates

Dashboard

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

Full Page	\$750
1/2 page	\$400
1/4 page	\$300
Business Card	\$100

Up To Speed

Black & White Newsletter published 6 x per year

1/2 page	\$300
1/4 page	\$200
Business Card	\$150

Combined Annual Rates

Full page	\$950
1/2 page	\$500
1/4 page	\$400

Make checks payable to: Greater Illinois Region CCCA
Mail to: Maureen Blevins, Publications Editor
1531 W. Maple Rd.,
New Lenox, IL 60451

Please call Maureen Blevins, 815-483-8216 for print specifications, ad deadlines, or if you wish to discuss advertising scenarios not covered above



Visit us on the web: www.girccca.com



Like us on Facebook: **Greater IL
Region - Classic Car Club of America**

LETTER from the DIRECTOR

Hello fellow club members.

It looks like the endless winter has given way to a warmer than average summer. With the 50th annual Father's Day show and the combined club picnic in our rearview window we still have many more opportunities to enjoy our cars and camaraderie with fellow club members.

The Geneva Concours is fast approaching. There's also the ACD and your reunion in Auburn. We've been invited to participate in an event titled the Classic Auto Show in the Stephens Convention Center. Last month you may recall an invitation went out looking for members and their cars to commit to September 8 and 9 so the club would have a presence at the show. If you have the interest and availability please reach out to me ASAP. We need to let the show organizers know if GIRCCCA will have a presence.

Our club has another opportunity to give back to those who have served our country in the most unselfish way possible. We will be holding a mini car show for veterans living at Hines VA Hospital in Maywood on September 6th or 13th. Cars for this event need not be certified classics. Would you like to offer your car for an hour or so to rekindle some fond memories for those who can use a little something special in their life?

And last but not least I'd like to remind you to save the dates of October 21 and 22. Your board has been working hard with people with connections. I'm not at liberty to share more but trust me when I say if we're able to deliver the tour that we're planning you'll want to attend. I am crossing my fingers that we're able to make an announcement soon.

I hope to see you at an event or two soon. Lets not march into the holiday season saying I wish I would've gone.

CORD'ially, *Russ*



This 1931 Packard, owned by Dave and Kimberly Shadduck, was one of the cars in the 'Classic Circle' at this year's Oakbrook Fathers Day Show

Board of Managers



Regional Director	Russ Rodriguez russ.rod@sbcglobal.net
Membership Chair	Dan McCarthy danieljmccarthy@gmail.com
Recording Secretary	MaryEllen Thielemann Maryellen.Thielemann@cibc.com
Activities Chair	Bud Schweppe bschweppe@sbcglobal.net
Treasurer	Bob Starzyk 56Buick@att.net
Oakbrook Show	Russ Rodriguez russ.rod@sbcglobal.net
Dashboard / Up To Speed Editor	Maureen Blevins maureenblevins@yahoo.com
Webmaster	John Brayton johns1936chevy@aol.com
Assistant Webmaster	Karin Fox krfox44@gmail.com

Board Members

Michelle James	michelle@apprizepromo.com
----------------	---------------------------



Upcoming Events

August 26 - Geneva Concours d'Elegance - Geneva, IL
9:00 am - 4:00 pm

August 26 - Pebble Beach Concours d'Elegance

September 8 - 9 - The Chicago Classic Auto Show
Stephens Convention Center, Rosemont, IL

Oct 20, 21, 23 - GIR Fall Tour - Save the Date!



Grand Classics

September 5-8 - New England Region

September 14-16 - Indiana Region

November - Florida Region In conjunction with the Hilton Head Concours

Oakbrook

It was the 50th Annual Fathers Day Car Show at Oakbrook and the focus was on the Classics. There were a few no-shows due to last minute car problems as often happens, and one or two were kept away by the heat, but for the most part it was a great turnout.

Ninety cars were parked throughout the shopping mall. Members had opportunities to catch up with friends they hadn't seen in a while, and show-goers were once again treated to an awesome display of art on wheels.



Don Stevens' 1947 Cadillac Convertible



Bill Hexamer's 1927 Cadillac Victoria Coupe



Joey Cantore arrives in his 1930 Alpha Romeo Grand Sport Zagato, pausing to chat with Reuben Taylor.



Mark Smith and Bill Hexamer are ready and in place in front of Smith's 1930 Packard 8 Roadster.



Lots of admirers for this 1937 Cord belonging to Russ Rodriguez.



Dennis Sobieski brought his 1930 Cadillac Sport Phaeton



Jon Freeman's 1935 Model J Duesenberg was popular with the crowd



Bill Morris with his recently acquired 1932 Pierce Arrow



Paul TerHorst sent over his Auburn



1936 Bentley Saloon owned by Stephen Steyers



Dave Grobl's 1941 Chrysler Town & Country Station Wagon



Carl Turano shows off his 1930 Packard 8 Touring Sedan - a perennial favorite!



The day starts early. MaryLee Rosland always does a super job helping to organize the show and manning the check-in.



Michelle James gets some kibitzing from Bert Richmond and her husband Robin. Thanks Michelle for the signs!



The information booth was manned all day to hand out brochures, pass out water and sell commemorative items. From left to right: Bob Mills, Mary Ellen Thielemann, Maureen Fisk, Kim Roberts and Charles Falk. Mary Ellen did wonders pulling in recruits for this job!



George Kovanda and Butch Rosland get in a break after helping to get cars parked.



1934 Packard owned by the Pavlak Family

Not all members own Grand Classics, but they bring out their beauties for the show, providing fabulous autos for every taste, which is what makes this one of the best shows in the area. Here are just a few of those outstanding 'non-classic' entries.



John Brayton's 1936 Chevrolet Master Deluxe 2 door Town Sedan



Burt Richmond drives in his 1922 Citroen 5CV Torpedo



Jim Rudnick's 1960 Cadillac Eldorado Biarritz - love those fins!



The ever classic Corvette

A great big
Thank You to Kimberly Shaddock
who shot this year's photos at the show.



Bob Starzyk with his award winning 1967 Buick GS400 Coupe



Amy Kovacevic's 1962 Mercury Monterey S-55 convertible

An Unveiling at Exmoor

by Charles Falk



At a recent meeting of the Packards of Chicagoland Club, two members revealed that new vintage cars had been added to their collections. Claude Ohanesian announced that he had just added a 1938 Packard Sedan to his collection and John McNabola indicated that he recently purchased a 1953 Bentley for his collection.

As the owners described their newly-purchased vehicles to those present, it was clear fellow members were anxious to see them. Someone suggested that an official “unveiling” of the cars was in order. At that point, Claude suggested that we add a lunch or dinner to the concept and make a “club event” out of it and show off both the newly -acquired cars. Claude offered to see if his club, the Exmoor Country Club in Highland Park, would be available and receptive to hosting a car event. It was. So on June 24, 2018, members and friends of the Packard Club were invited to attend “The Debut at Exmoor.”

Packard Club Director (and new GIRCCCA member) Bruce Grabenkort and Packard Club Activities Chairman, John Maxson, worked with the car owners to set up an event that would involve the unveiling of the two cars--followed by a great lunch and social opportunities on the rear patio of the Exmoor. A private club, the Exmoor was inaugurated in 1896 and was a founding member of the Western Golf Association in 1899. It is one of the Chicago Area’s earliest and finest golf clubs. It is a truly beautiful spot.

Many Packard Club members who were able to attend brought their own Packards, or other special interest cars, for the occasion. As a result, the event became much more than an unveiling of two cars and, instead, took on the characteristics of a “concours d’elegance.” The Packards were from the 30’s, 40’s and 50’s. Two members brought XK Jaguars, one brought a vintage Mercedes roadster, and another brought a four-passenger T-Bird(nc) from the early ‘60s.

As for the featured cars, they both were covered when members arrived for the event. This added a nice touch of “drama” to the affair. The first car uncovered was John and Jennifer McNabola’s early “Type R” Bentley Sedan. The car, bodied by British coachbuilder, H. J. Mulliner, was built in 1952, but titled as a 1953 model. Originally, the car was brought from Europe to California in the 1980’s and was then taken to Colorado until it ended up in the McNabola’s hands.

The appealing and stately car, in blue and grey, has not been restored; but is complete. John expects that his initial work on the car will be to deal with minor body issues, refreshing the paint as needed, and spiffing up the upholstery--which shows some wear.

John (a former GIR member) indicated that in his younger years, he once had a Bentley very much like his recent acquisition. This was at a time when he and Jennifer

were beginning their relationship. Having the Bentley now allows the couple to recall and re-live many of the good times that they had while driving around in that first one.

The second car uncovered was Claude and Audrey Ohanesian’s 1938 Packard Sedan de ville limousine painted in classic black. This magnificent, huge car has been restored to a remarkable level of quality. The car’s body was provided by Barker and Co., a London coachbuilder founded in 1710. The car has the open-top front seat for a chauffeur and a very posh salon-like cabin for the passengers. Barker never built another body like it, so the Ohanesian car is a very rare “one-of-one.” The provenance of the car is pretty complete and quite interesting. It was originally built for Harry Hatch, a wealthy Canadian who is well-known as the one-time CEO of Hiram Walker Distillers. The car remained in his family for nearly a half-century before it followed a path leading it into the Ohanesian’s collection.

Being able to experience the Exmoor grounds and club house, the food, the greenery and wide open spaces of the golf course, made the “Debut” a terrific experience. Having several parking spaces around the beautiful clubhouse dotted with vintage Packards and other cars of interest added greatly to the overall experience. As a newer member of the Packard club, I was happy that my wife, Joan, and I had the opportunity to be a part of this memorable event.



Top photo: John and Jennifer McNabola’s early “Type R” Bentley Sedan. Bodied by British coachbuilder, H. J. Mulliner, was built in 1952, but titled as a 1953 model.

Above and left: Claude and Audrey Ohanesian’s 1938 Packard Sedan de ville limousine painted in classic black. The car’s body was provided by Barker and Co., a London coachbuilder and is a one of one.

Owning a classic might actually be easier in the Decades Ahead

by Preston Lerner

Imagine your 1931 Pierce-Arrow cracks its water pump one sunny morning in the electric, autonomous future. You coast into a fix-it shop where a host of modern plastic commuter capsules are having their software stroked by young techs holding nothing but tablets. It appears to be a hopeless situation unless you can reach your Pierce-Arrow guy on a weekend. But now imagine one of the techs goes online, gets the specs for the needed part off an internet database, plugs them into a black box strung with cables and wires, and sends you off to Starbucks with instructions to return in a couple hours, by which time the car will be fixed. This could happen. Indeed, 3D parts printing is already occurring.

turned out to be premature, and the restoration and hot-rod industries are enjoying an unexpected bump. The impetus for this renaissance, ironically, is the same technology that supposedly drove Generation Y away from cars in the first place.

Even as computers have transformed the world, the soulless nature of modern life has prompted growing numbers of millennials to turn to the so-called manual arts and enroll in technical schools and academic programs geared toward careers in the old-car and hot-rod industries. Meanwhile, digital technologies ranging from computer numerical controlled (CNC) mills to 3D printing have been a godsend to the people who build, maintain, and restore



photo by Carol Gould

It seems like only yesterday that car hobbyists were full of dread about the inability to find high-quality replacement parts or young craftspeople to make, maintain, and install them. Junkyards had been picked clean, the scaremongers said. New-old-stock (NOS) parts were guarded as buried treasure. Components for rarer cars and one-offs had transmuted into unobtainium. Millennials seemed to care more about iPhones and Instagram than Impalas and Iso Grifos. Hell, most of them didn't even want to learn to drive!

But as is so often the case with institutional pessimism and the bloviations of get-off-my-lawn types, the obituaries

collectible cars.

"It's easier to find parts today than it was five or ten years ago," says Joe Cavaglieri, who runs an ultra-high-end restoration shop in Van Nuys, California. "I don't think there's anything you can't make anymore. And more and more, it's going to have to be that way."

Still, the holy grail is original equipment, preferably in mint condition. Few things in life jazz a restoration maven more than finding new-old-stock (NOS) parts. But even on those rare occasions when they can be located, they're not easy to secure. "It took me two years to make a deal,"

This article is reprinted with permission from Hagerty.com and minimally edited due to space constraints

Cavaglieri says of a set of NOS Speedline wheels he needed for the restoration of Porsche 935, chassis 001.

Next in the pecking order after new parts are old ones that can be reconditioned to original-equipment (OE) spec. Not that long ago, parts could be plucked out of salvage yards without too much trouble. "Back then, even entire parts cars were available," says Les Lienerth, a parts and projects specialist at Muscle Car Restorations, a large shop in Chippewa Falls, Wisconsin.

Now? Not so much. But the growing need for hard-to-find components has been a boon for suppliers. "The aftermarket has figured it out," says Muscle Car Restorations General Manager Ben Peotter. "Every month, we get a whole new series of parts, and the quality is getting better all the time." Of course, muscle cars were cranked out by the millions, but it's hard to make a financial case for mass-producing components for rarer cars. When Paul Vorbach ran into a problem with a trunk lid emblem while restoring a Mercedes-Benz 300SL roadster, he had the damaged piece scanned into a CAD program and re-created by a 3D printer. Vorbach was so impressed by the result that he quit the restoration business and opened Hahn-Vorbach 3D Works in Sewickley, Pennsylvania.

Since then, Vorbach has reproduced items ranging from a 1939 Salmson S4-61 intake manifold to Porsche 911 velocity stacks. "I tend to stay away from parts that undergo a lot of stress—suspension pieces or something like that," he says. "But it's getting to the point where we can do anything."

Then again, technology isn't magic, and human error is a concern whether you're using a computerized mill or a hammer and dolly. Eric Peterson, general manager of Leydon Restorations in Lahaska, Pennsylvania, recognizes the advantages of digitally archiving parts and using 3D printing to make molds for tooling. He has horror stories about remanufactured components with misaligned holes and improperly matched pieces. "We often have to do additional machining or heat-treat the material before we can use the parts," he says.

Even when a part is dead-nuts perfect they're worthless unless they're installed by craftspeople who know what they're doing. For most of the past century, the skills needed to build, restore, and maintain cars have been passed down from generation to generation.

No cohort in living memory has displayed less passion for automobiles than millennials born in the 1980s and '90s, many of whom don't have the attention span or patience required to work on collectible cars. "This generation has grown up with so many stimuli," Cavaglieri says, "that it's hard for them to work in a shop and not see the

checkered flag [on a restoration] for three years.

But millennials have embraced a do-it-yourself ethic that can manifest as car geekdom. About 150 students are enrolled in the prestigious four-year automotive restoration program at McPherson College in McPherson, Kansas—Jay Leno is a benefactor. The Academy of Art University in San Francisco now offers an associates degree in automotive restoration. There has also been an uptick in technical programs offered through trade schools.

Altogether, the number of postsecondary degree and certificate programs has doubled since 2016, with about 500 students enrolled nationwide, according to Diane Fitzgerald, president of the RPM Foundation, a nonprofit educational organization supporting the restoration industry. Extracurricular high school car clubs are also trending upward. "We've busted the myth that the next generations aren't interested in cars, especially old cars. There's a renaissance today, with a movement in favor of time-honored working with hands while thinking with brains."

Rick Morchesky, 26, earned a Jay Leno-endowed scholarship before graduating from McPherson. He's spent the last year and a half shaping metal for a 1934 Ford ve-window coupe at the Walden Speed Shop in Pomona, CA. "I like coming to work, taking a flat sheet of metal, and turning nothing into something," he says.

Fabrication seems to be the discipline that appeals most to the young bucks, and a lot of them are gravitating to hot-rod projects. "I think it's the glamorization of television," Morchesky says. "We grew up watching Jesse James and all the fabricator shows."

It seems few millennials are working in the lower-profile subspecialties. Young upholsterers and engine builders are rare. But supply inevitably expands to meet demand, especially if a few old-timers are willing to show an eager young kid the ropes. If collectors want to keep their cars running, there will likely be craftspeople and parts available. All it takes is money.



The Henry Ford Homestead

by Maureen Blevins



Although Henry Ford was born in America, his father came from Ireland. The old Ford homestead still exists, and a monument to the man and his creation graces an intersection in the rural village of Ballinascorthy. Although not a 'Grand Classic' The Model T is an automotive icon and a classic in it's own right.

Most everyone is by now familiar with the story of Henry Ford and how he came to revolutionize the auto industry and automation. What many of us don't know is his Irish connection. I had an opportunity to delve into that first hand when I traveled to Ireland last year.

Henry was born in Greenfield Township, Michigan. William, his father, came from County Cork, a place that could not be prouder of the Ford name and it's place in history. So much so that Ford family members commissioned a memorial to Henry Ford - in the shape of a full-size Model T.

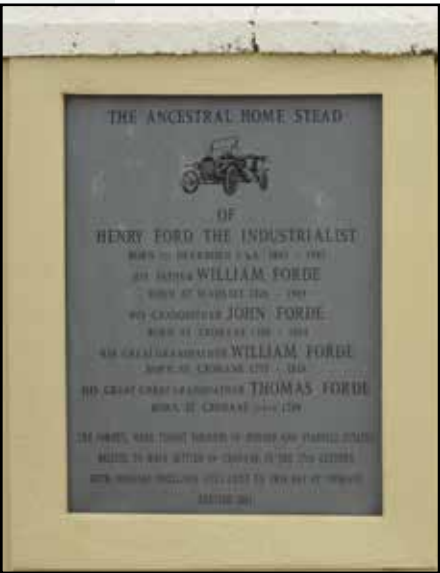
The replica, erected in the year 2000, is made of stainless steel and graces a corner along the N71 between Ballinascorthy and Clonakilty. Across the street is the Henry Ford Tavern. Nothing much else is nearby. The Ford Homestead where William, and his father before him were born, is only a couple of miles away from this intersection.

This plaque reads "You can have it any colour as long as its black" Those were the immortal words uttered by one of the greatest minds of the 20th century, Henry Ford. Henry's family were residents in this very village, prior to having emigrated to the United States. The Ford legacy can still be seen around us today, having never hesitated since revolutionising the motor industry in 1908. Through the development of the worlds first mass produced automobile - The "Model T". This became a car for the people and by 1927 over 15 million had been built. Truly this car and its inventor were catalysts of the modern motor industry and by the time of his death in 1947 Henry had "put the world on wheels"

Other plaques at the site memorialize visits by Ford descendants from America. Engraved with The Fords of Dearborn 'The Descendants of William Ford returned to visit the home of their ancestors; Henry, wife Clara and son Edsel August 10, 1912. Henry II, son of Edsel, 1982. Edsel II, wife Cynthia and sons Henry III, Calvin, Stewart and Albert, June 20004. Wm. Clay Ford, Jr., wife Lisa, and



The view of Ford Farm from the road. The marker, embedded into the gate support post, designates the site



children Eleanor, Alexandra, Wm III and Nicholas, August 2011. Wm. Clay Ford Jr., wife Lisa and sons Wm III and Nicholas, April 20, 2017.

It is reported that after his visit in 1912 Henry wanted to purchase the ancestral home but the brothers who owned it at the time refused to sell, encouraged, so the story goes, by the parish priest who insisted that Henry was good for more. He wasn't.

Henry remained conscious of his heritage and chose Cork as the site for the first purpose-built Ford Motor Company factory outside of North America, established in April 1917. The Fordson tractor was initially the main product of the Cork plant, and by 1929 had become the largest tractor factory in the world. The last Model T ever produced by Ford anywhere in the world rolled off the Cork factory production line in December 1928. The Model A, Model BF, Model Y, Prefect, Anglia, Escort, Cortina and Sierra models also were manufactured in Cork until the plant's closure in 1984.

I met Hazel Ford Buttimer, a charming, soft-spoken woman, and



her granddaughter, at the memorial, where she gave me some history on the family, and then, with true Irish hospitality, asked if I would like to see the Homestead. I did of course!

We stopped at the locked front gate for a photo op. Plaques on the pillars marked the site - for tourists seeking the location no doubt. Then we drove a little further down the country lanes around the back. To the house.

When William, a 21-year-old farmer and carpenter, and his family emigrated to America in 1847 during the famine, one brother stayed behind - the only member of the family to remain in Ireland. Hazel is his direct descendant and she has become the expert on Ford family history.

Hazel Ford Buttimer and her granddaughter Kelsie.



Hazel Buttimer takes me inside the original building. Note the dirt floor.

The Old Forde Ancestral Home. The stone building in the forefront is the original house where Henry's father was born, with an addition which was later added on as the family grew. The large building behind it is the current family residence.



Repairs to the original building were done in 2015 and visitors were allowed in for the first time. "We re-roofed it, rebuilt the walls, and replaced the doors and windows, including installing a traditional half-door," said Hazel.

A door was added on one wall of the original house to allow a Model T to be parked inside. I asked Hazel if she owned any antique Fords - Model T or otherwise. Her answer was no, but she does drive a new one.

The view is magnificent - rolling green hills and farmland as far as I could see, much as it has probably looked since the first Forde settled there in the 1700's..



Over time, all contact was lost between the relatives in Ireland and those in America. The Irish relations continued farming the land at Crohane.

A cousin, Ford R. Bryan, arrived at Crohane in the summer of 1992. He wrote several books on the Fords of Dearborn, and he found the Old Ford Homestead at Crohane. Thus began the story of Ford family visits, Ford Vintage Clubs and the Ford 100 Fest - a vintage ploughing and threshing gathering of live demonstrations and exhibits of farming from days gone by. Visitors could also see the Ford Homestead.

Hazel has made several trips to the States to meet with family in Dearborn including in 2013 when the last house in which Henry lived was being renovated to mark his 150th birthday.

Henry Ford named his Dearborn mansion "Fairlane" after the name of the street in Cork City where his mother's family came from, and in 1955, the Ford Motor Company used the name Fairlane for one of it's new models.

Cover Car Year - 1933



January - Construction of the Golden Gate Bridge begins
- Sir Charles Kingsford Smith makes the first commercial flight between Australia and New Zealand.

February - The New York City-based Postal Telegraph Company introduces the first singing telegram.

- In Miami, Giuseppe Zangara attempts to assassinate President-elect Franklin D. Roosevelt, instead fatally wounding the Mayor of Chicago, Anton Cermak.

March - Mount Rushmore National Memorial is dedicated.

- The board game Monopoly is invented.

- Giuseppe Zangara, the attempted assassin of FDR is executed by the electric chair

- The Reichstag passes the Enabling Act, making Adolf Hitler dictator of Germany.

April - First flight over Mt Everest, by a British expedition.

- The United States officially goes off the gold standard.

May - Mohandas Gandhi begins a 3-week hunger strike because of the mistreatment of the lower castes.

- The Century of Progress World's Fair opens in Chicago.



June - The first drive-in movie theater opens in New Jersey.

- Union Station massacre in Kansas City, MO. Pretty Boy Floyd kills an FBI agent, 3 local police, and the person they intended to rescue, captured bank robber Frank Nash.

- All non-Nazi parties are forbidden in Germany.

July - The first Major League Baseball All-Star Game is played at Comiskey Park in Chicago.

- Wiley Post becomes the first person to fly solo around the world

August - American "fan" dancer Sally Rand was arrested



by a Chicago detective who said that during the performance, "Miss Rand's entire body from her head to her foot was revealed nude... with the exception of sandals."

September - At the National Air Races in Chicago, aviator Jimmy Wedell became the first person to fly a landplane at an average of more than 300 miles per hour

- Ernest Rutherford, "father of nuclear physics", declares his experiments in the splitting of the atom showed that there was no future for what is now called nuclear energy.

October - A bomb destroys a United Airlines Boeing 247 on a transcontinental flight in mid-air near Chesterton, IN, killing all 7 on board, in the first proven case of sabotage in civil aviation, although no suspect is ever identified.

October 14 - Germany announces its withdrawal from the League of Nations and the World Disarmament Conference,

- Scientist Albert Einstein arrives in the U.S. to settle permanently as a refugee from Nazi Germany.

November - New Deal: U.S. President Franklin D. Roosevelt unveils the Civil Works Administration, designed to create jobs for more than 4 million of the unemployed.

December - The 21st Amendment to the Constitution is passed, repealing Prohibition.

- FM radio is patented.



Photos for this article, including front and back covers, provided by Chicago Vintage Motors



1933 Pierce-Arrow Silver Arrow Concept Car

Pierce-Arrow sales had been slipping during the Depression despite an infusion of funds by owner Studebaker. Young designer Phil Wright scored a hit with the Cord L-29 Speedster under Auburn president Roy Faulkner. When Faulkner left for Pierce-Arrow, Wright presented a rendering for a new halo car. It was built at Studebaker with some changes by chief body engineer James Hughes, and became a sensation at the 1933 New York Auto Show with its streamlined styling. Its integrated front fenders, faired-in headlamps, recessed door handles, lack of running boards and tapered tail with pontoon fenders would not so much influence the final years of Pierce-Arrow styling, as much as future auto design industry-wide.

Five examples were built and only three survive. This one turned heads at the 1933 "A Century of Progress" World's Fair in Chicago. Afterwards it sold to Charles Overall, an illustrator in Lake Bluff, Illinois. Eventually it found its way to Henry Austin Clark Jr. who had it restored in 1950. He put it on display in his Long Island Automotive Museum, and told stories of it belonging to Al Capone. It has resided with a handful of collectors since, and was refinished in the 1990s.

- Chicago Vintage Motors



ORIGINAL PRICE \$10,000
 PRODUCTION 5
 CHASSIS & BODY Designer: Philip O. Wright
 Coachbuilder: Studebaker
 Body Style: 4-Door Sedan
 ENGINE Type: L-Head V-12
 Displacement: 462 c.i.. Output: 175 h.p.
 BRAKES 4-Wheel Hydraulic
 TRANSMISSION Type: 3-Speed Synchromesh with Freewheeling, Rear-Wheel Drive
 DIMENSIONS & WEIGHT
 Wheelbase: 139 inches
 Shipping Weight: 5,790 pounds





The Pierce Silver Arrow was a car with styling and design features way ahead of its time.

Designer Bill Wright first tried selling his design to General Motors, where it was rejected. He then went to Pierce Arrow, with a reputation for luxury cars but not for being particularly daring. Looking to stimulate their falling sales, they decided to take a chance with it, telling Wright to get the first model ready for the New York Auto Show, just a few weeks away.

Some details changed as the car was built, but the engineers made the deadline, shipping the car on New Years Day. A second car went to Boston, and this one went to Chicago, for the World's Fair. The car succeeded in



grabbing the public's attention. "It gives you in 1933 the car of 1940".

To attendees of those auto shows, the sleek two-tone car (originally finished in light and dark tan) must have looked like something from the future: It lacked running boards; the headlamps were integrated into the front fenders; the entire body, including the roof, was crafted of steel; and spare tires were carried in cabinets located behind the front wheels.

After the show, the cars were sold for \$10,000 each, about twice what a standard Pierce Arrow cost and priced 25-percent higher than the most expensive production Cadillac of the day.



Pierce Silver Arrow



Powered by a 462-cu.in. L-head V-12 engine, rated at 175hp and delivering a claimed top speed of 115 MPH.

Pierce Arrow rivaled Packard for prestige. The staunchly conservative Pierce-Arrow clung to six-cylinders long after Packard and Cadillac introduced V-8s. Facing tough competition, sales slumped and Pierce merged with Studebaker in 1926.

The Silver Arrow was one of thirty-eight different 1933 Pierce-Arrow models. Sales slipped to just 2,152 units in total and PA finally succumbed in 1938.

On May 27, 1933, 427 acres of the best technology that man could produce opened to the world in Burnham Park on the Lake Michigan shoreline. Dubbed A Century of Progress, the 1933 World's Fair brought the world's achievements to the Windy City. The Graf Zeppelin drifted in from Germany, the first Major League Baseball All-Star Game played at Comiskey Park, and the streamlined Zephyr train made a record-breaking dash into town.

The Travel and Transport Building showcased the best and some of the most expensive automobiles America had to offer. There was the one-off Duesenberg Model SJ Torpedo Sedan, nicknamed Twenty Grand for its cost in 1933 dollars, and Packard's advanced V-12-powered Sport Sedan, known as the Car of the Dome for its central position in the building. Cadillac presented a sleek fastback Aero-Dynamic Coupe with 16 cylinders.

Even among this rarefied company, Pierce-Arrow's Silver Arrow stood out. In a sea of boxy sedans, the sleek Pierce Silver Arrow show car was the height of modernity. Its creation was a meeting of the minds of youthful stylist Phillip O. Wright and new Pierce-Arrow President Roy

Faired-in headlamp nacelles: a fairing, primarily found on aircraft, is a streamlined structure used to create a more aerodynamic outline; a nacelle refers to any streamlined housing or enclosure; in this instance, the forward facing headlamps are enclosed within a housing and placed with a fairing that does not extend beyond the curvilinear profile of the overall design



Faulkner. Based on a 139-inch-wheelbase, 12-cylinder chassis, it had an automatic clutch and power-assisted brakes. But these advancements paled in comparison to the silver coachwork, a streamlined design with a roof that covered, in one smooth plane, all of the way to the rear of the car; flush-fitting doors with door handles inset out of the airstream; and a step-down interior that predicted Cord by three years and Hudson by 15.

The first Silver Arrow was sent to New York in time for the Automobile Show held there earlier in the year. The second, fourth, and fifth cars were sent to the Pierce-Arrow factory in Buffalo, New York, for various promotional uses. Car number 3 was the one sent to Chicago for viewing at the Century of Progress exhibition.

Records held by the National Automotive History Collection of the Detroit Public Library confirm that this car belonged to Mr. Charles Overall and that he eventually sold it for \$250 to D. Cameron Peck, heir to the Bowman Dairy fortune in Chicago and a prominent early car collector.

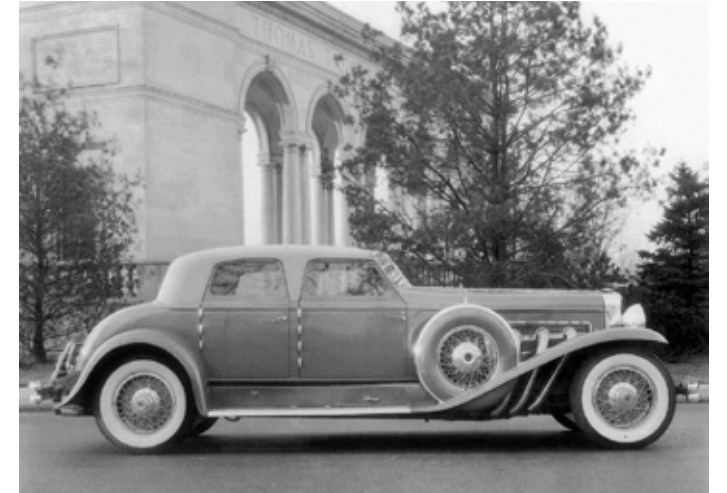
In the late 1940s, Peck began to move out of the hobby, and in 1949, he sold the Silver Arrow, still in unrestored condition, to Henry Austin Clark Jr, proprietor of the Long Island Automotive Museum near Southampton, whose interest in the Silver Arrow was likely provoked by its rarity and unique styling. He liked to muse that the car had probably been part of the Capone mob fleet.

The 1933 Stars of the Future

The Silver Arrow was brought by train to New York State and completely restored by the renowned Gustav Reuter's Coach Works in the Bronx. Photographs on file from the Reuter Coach Works Archive dated June 18, 1950, show the well preserved bodywork - solid, intact, and complete. Notes show that the Pierce was refinished at Reuter's suggestion in French Grey lacquer.

Following completion of the restoration, the Silver Arrow remained with the Clark collection for over a decade. In 1963, the car was sold at the first of three landmark auctions of Clark's automobile collection. In the early 1990s, it was refinished, with the body painted a lightly metallic pewter with a dark charcoal molding, striped in red. The interior is finished in correct striped broadcloth, surrounded by beautiful tiger and birdseye maple.

It currently resides in the Dreihaus collection.



Duesenberg Model SJ Torpedo Sedan - "Twenty Grand"



Packard V-12 Sport Sedan - "The Car of the Dome"



Cadillac Aero-Dynamic 16 cylinder Coupe



The Silver Arrow on display outside George Fred Keck's House of Tomorrow at the 1933 Chicago World's Fair. Photo by Paul Miller Courtesy of Stephen Miller

If You're NEAR...

by Charles Falk



Kokomo, Indiana...then I encourage you to seek out and find the Kokomo Automotive Museum. It is a place that I found much more interesting than I anticipated.

A Surprise

After creating an outline for this column and reviewing the pictures taken during my own visit there, I went online to do some fact-checking. Imagine my surprise to see a notice on the museum's Web Page that said: "The museum ceased operation at this location on May 1, 2018. The museum will reopen with a new focus in a new facility."

It turns out that a significant increase in rent for the facility which the museum has occupied for the last twenty years made continued occupancy in that space financially unfeasible. But the organization behind the museum remains; and it is that group's intent to keep the museum's identity alive while it is "between houses." A number of events, featuring cars from the collection, will be staged, an annual automotive auction will be conducted, and it's Website will remain active while the museum is without a permanent home. This should help to keep the museum and it's car collection prominent in the eyes, hearts and minds of car fanciers and the general public alike.

After this surprise, I was pleased to learn that, after some months of speculation, a July 10, 2018 announcement revealed that the Kokomo Automotive Museum would be an integral component in a new planned downtown Kokomo hotel/conference center project. In a recent telephone interview with Jeffrey Shively, the museum's Curator and Director of Development, I also learned that an ambitious goal has been set for this project to be ready for occupancy by May 2020. From the standpoint of visibility and

proximity to other attractions, the museum's new location will be considerably superior to the one left behind. At this time, I suggest readers monitor the progress on the development of the "New Kokomo Auto Museum," support its efforts if you can, and plan a trip to the new location as soon as it might be convenient. In the following narrative, I will share my impressions of the "Old Kokomo" and relate what I learned from Mr. Shively about what the "New Kokomo" might be like.

Background

The Kokomo Automotive Museum's beginning is traced to a local non-profit group - The Pioneer Auto Club. Starting in the late 1970's this group started up the annual Haynes-Apperson Festival (currently held each 4th of July), as a fund-raiser in support of creating an auto museum. A little more than twenty years later, in the mid-1990's, the club's dream was realized with the opening of the museum they earlier envisioned.

Later a "Friends of the Museum" organization and a facilities rental program were created to further underpin the museum's finances. Today, the museum operates as a non-profit corporation with the formal name of "City of Firsts Automotive Heritage Museum" and is governed by the officers of that organization.

The Influence of Kokomo on the Automobile Industry

Until I visited Kokomo, I had no idea about the significant role that the creative and hard-working citizens of the area



had on the rich history of the automotive industry. The museum's Website notes that its exhibits and activities were offered as a way of paying tribute to that history. The site explains the connection in the following narrative.

"Kokomo is home of the Haynes, 'America's First Car,' and many products were, and continue to be developed and manufactured in Kokomo to support the auto industry.



A Haynes Automobile

In 1892, inventor Elwood Haynes designed his plan for a motorized 'horseless carriage.' In 1893, he began building, with the help of the Apperson brothers, America's first gasoline powered car. The car, named the 'Pioneer' was successfully road tested on July 4, 1894." Henry Ford's work non-withstanding, Haynes is credited with creating the first practical, mass produced and purpose-built automobile in the U.S. Hayne's "Pioneer" model is now housed in the Smithsonian Institution in Washington, D.C."

"In 1898, the Haynes-Apperson Automobile Company opened in Kokomo. It was the first automobile plant in Indiana. By 1923, there were over 61 different companies



An Apperson

in Kokomo producing automotive components that were shipped worldwide and over 76,000 automobiles were built in Kokomo. The Maxwell Automobile Company eventually became Chrysler and Crosley became Delco Electronics, a division of General Motors Corporation." Today, Chrysler lives on as part of the Chrysler Group within FCA (Fiat Chrysler Automobiles)."

I was also surprised to learn of this community's other contributions to the automotive industry. They include: creating (in 1894) the first pneumatic rubber tires in the U.S., the first machine for the mass production of automobile tires (1923), the first die-cast Kingston automobile carburetor (1902), and the first push button car radio (1938).

The Museum and Its Collection

The "stars" in this collection are of course the Haynes and Appersons that were actually manufactured in Kokomo by companies that were successful until they foundered in the mid-1920's as the clouds were forming that led up to the storm of the Great Depression. Most will know that they were far from alone on the list of failed auto companies in those years. Here is how the museum announces the collection's scope in its promotional brochure.

"Today, the Kokomo Museum houses the largest collection of Kokomo-built Haynes and Apperson Automobiles under one roof. The fun doesn't stop there. Visitors can walk through automotive history, watching as the "horseless carriage" gives way to the Model T. Glorious Full Classics of the 1930's, streamliners of the 1940's, fabulous fins of the 1950's, and the roar of the 1960's muscle cars all await you at the Kokomo Automotive Museum"

At any one time, the museum collection has included about 100 cars. According to Mr. Shively, and amazingly, the museum owns just about a dozen cars. The remainder have been on loan from supporters - some leaving their cars with the museum for years. The condition of the cars I saw on my trip ranged from average to excellent.

Here are some examples of the cars and other vehicles that were on view in the now-closed facility. Some of these will likely be in the New Kokomo when it debuts but a change in the number and mix of vehicles is expected. Vehicles from before 1920, vehicles from the 1920's, 1930's, 1940's, 1950's, 1960's and the 1970's.

The Museum's "Other Stuff"

As with most car museums, there are the cars and then there is the "other stuff" that compliments the cars, or other vehicles on exhibit, which enhances and makes the visitor experience more enjoyable. This is what was in the "Old Kokomo Automotive Museum." Again, some but not all of these museum elements will likely be present when the "New Kokomo" debuts.

If You're NEAR...

continued

- Vintage banners and neon signs that once adorned automobile dealer properties
 - Advertising materials and posters used to market automobiles
 - An antique license plate collection
 - A collection of oil and grease cans
 - Vintage gasoline pumps
 - A Vintage ice cream cart
 - Vintage soda pop vending machines
- “Other stuff” on a larger scale included:
- A cheerful and nostalgia-inducing old-fashioned diner decorated in red, white, and polished aluminum was a focal point in the museum’s center.
 - A replica of an old-fashioned Zehring Oil Company “Diamond Service Station”.
 - A replica of Roy West’s popcorn wagon (which has been a noted Kokomo attraction for three decades and a place where visitors could get a bag of buttered popcorn)
 - A replica of an automotive machine shop featuring vintage tools and machines common in early auto repair shops.
 - A museum gift shop.



A Vision for the New Museum

When speaking with Mr. Shively, I told him that I had seen him quoted as saying that there would be a “new focus” for the museum when it re-opened in its new location. I asked him what that meant. In response he, in broad strokes, spoke about the vision he and other museum leaders have for the new location. The following is what I took away from what was said (any errors in this interpretation are mine).

1. The museum’s main focus will be on the contributions of the State of Indiana to the development of the modern automobile industry. This would include exhibits of automobiles, but would also include information and exhibits highlighting auto industry technologies that had their origins in the state. Examples are automobile tire production innovations, the development of the first

car radios, other automotive signaling devices, and the production of component parts.

2. There will, of course, be cars. But the new emphasis will be on automobiles manufactured in the state. Until reading a little about the history of the automobile in Indiana, I had no idea that it was not five or ten, but scores of Indiana companies had produced cars and other vehicles in the state. Auto hobbyists will know some names, such as Auburn, Cord, Duesenberg, Studebaker, and Stutz, but there were many, many other automobile marques produced in Indiana with which they may not be familiar.

3. It is expected that the number of cars displayed in the, more or less, permanent collection of the new museum will be about forty. The museum’s goal is to have a smaller, but higher quality, collection of cars to show.

4. The Indiana-centric car collection doesn’t mean that those with interest in other kinds of cars won’t be served. In addition to space for its permanent collection, there will be added space available to house themed, rotating special exhibits and/or events that could focus on other, non-Indiana-made vehicles (such as muscle cars, classics, exotics and the like).

5. Another important focus is to harness the power of digital technologies to make the new museum as illustrative, interactive, and tactile as possible. The aim here is for visitors to move beyond being spectators and to become “involved” in significant interactive experiences during their visit. It’s hoped that these initiatives will make the “New Kokomo” more exciting.

6. An added aim is creating a museum that would appeal to “car people” and “non-car people” alike; and to make the museum experience appealing for youths and families as well. A related objective is programming that would give visitors reasons to want to come back to the museum frequently.

The “Kokomo Bonus”

One of the great things about the Kokomo Automotive Museum was that it was sited in Kokomo. That will be just as true when the “New Kokomo” comes into being as it was when the “Old Kokomo” was your destination. This means that if one made the drive to Kokomo to see that car museum, there are still plenty of other things that one could see and do while there; and several of them are connected to the interests of the collector car hobbyists. Here are a few examples:

- The Elwood Haynes Museum is located in the former residence of Mr. Haynes. The elegant, architecturally significant, mansion-like home of the person, who developed “America’s First Car” in 1884, was built in 1915. It is filled with all kinds of neat things—including an early Haynes automobile located within the house itself, in a sun room



adjacent to the home’s spacious living room. At the time I was there, the home’s three car garage housed one vintage Apperson and two more vintage Haynes automobiles.

- The Seiberling Mansion was built in 1891 by industrialist Monroe Seiberling who was a member of the extended Seiberling family that manufactured automobile tires until the 1960s. For me, the huge, late-Victorian home itself was the attraction, but it also contains many exhibits of interest.
- The Kokomo Raceway offers stock and other types of car racing on Sunday nights from May through September.



A 1928 Marmon in front of the Seiberling Mansion

“The Bottom Line”

The Kokomo Automotive Museum that I saw was well worth the time it took to get to it. I regret that it is disappearing for a while and that some elements that I found nostalgic and interesting won’t be a part of the “New Kokomo.” But after speaking with Mr. Shively and learning about the vision that is emerging, I became quite enthused. If that vision and hope reaches fruition, I think it will become a “must see” on traveler’s agendas. My suggestion is to monitor the developments and progress that is being made on the construction of the new museum and then set their GPS devices for Kokomo and see the new place when it comes back on line.

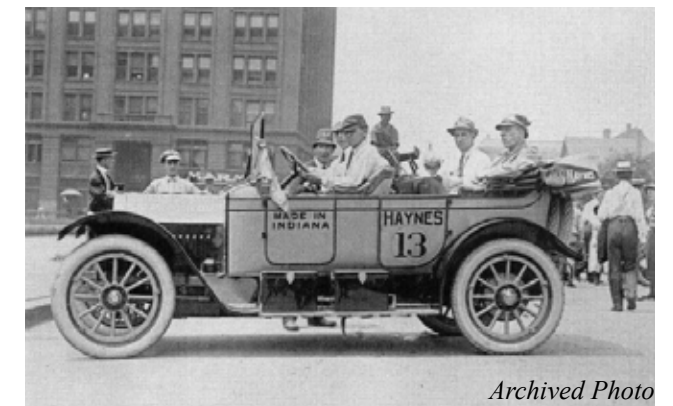
In the interim, if readers want to help the museum as it makes its way through this transition and afterward, I would encourage them to do so. Some ideas include making contributions to the museum’s capital campaign; donating a car or putting a car on loan to the museum; and/or participating in the museum’s fall car auction either by bringing a car to sell, or by buying one.

Contact Information

The following options are current as this is written.

- Web site: <http://www.kokomoautomotivemuseum.com>
- Mail: Kokomo Automotive Museum
P.O. Box 1273, Kokomo, Indiana 46902
- E-Mail: Jeffreyshively1965@gmail.com (Curator/Director of Development)
- Telephone: 765-454-9999

Museum photos provided by the Kokomo Museum



Archived Photo

A note from Mr. Shively

Our museum has been supported financially by the IN Region CCCA. On the 10th of July, it was announced that we’ll be part of a \$26 million conference center/hotel project in downtown Kokomo.

As an aside, I hope that your region can attend our Grand Classic in September. It is being held in Fishers, IN at Conner Prairie, an 1830s pioneer experience park. The Festival of Machines is being held in conjunction with the GC.

-Jeff Shively

2018 AACA Zenith Award Winner



The Antique Automobile Club of America (AACA) awarded its 2018 Zenith Award to GIRCCCA members Greg and Cheri Haack for their magnificently restored 1935 Packard 1204 Super 8 Convertible Coupe. 2018 was the second year for this award, which is given to the best restored car in all of the AACA.

During 2017 more than 3,500 cars, trucks, and motorcycles were shown in AACA competitions across the country. Nominations from those events were advanced to the Annual Grand National Meet, their most prestigious show of the year, held this year May 31 - June 2 in Greensburg, PA. The 16 restorations to rise above the other 3,500 or so that were entered at AACA Nationals last year truly says something about their quality.

The final field of 16 cars provided plenty of competition in a range of makes, models, and eras. A specially selected judging team, consisting of six AACA Senior Master Judges and three invited guest judges spent the better part of a day in an indoor facility combing over each car in fine detail before determining that the Haack's Packard deserved the award for "restoration of the year." The award was a huge one-of-a-kind crystal trophy.

The award has brought the Haack's recognition from both Old Cars weekly and Hemmings. Congratulations to Greg and Cheri. No doubt this beautiful piece of machinery will rack up several more awards before it's retired.

The Haack's Super 8 features a 150-horsepower, 384.8 cu. in. straight eight engine. One of just over 100 built and one of only 11 known surviving examples, the Haack's Packard 1204 still features Packard's smooth and powerful 384.8-cu.in. straight-eight, which makes a stout 150 horsepower. The paint, although it appears black, is actually a deep shade of purple. Aubergine (eggplant).

Haack started the restoration of this car in 2008, with the help of his 87-year old friend and assistant, performing the complete restoration himself with the exception of highly specialized things like paint and chrome. The two spent over 11,000 hours on the project.

The Haack's Packard was our cover car in August, 2017.

Award winning Rolls Royce



On Sunday, June 8, members of the Lake Michigan Region Rolls Royce Owners Club met on the campus of Lake Forest College for their annual Concours d'Elegance, the largest gathering of Rolls-Royce and Bentley motorcars of the year. Receiving an award for Best Pre-War was Bob and Sheila Joynt's 1926 PI Brewster S406FL. Photo at left shows Bob with an original sales book including the PI originally owned by 1930's actress Constance Bennett.

CANTORE CONSTRUCTION COMPANY

925 S. Rt. 83, Elmhurst, IL 60126
(630) 832-8600

COMMERCIAL AND INDUSTRIAL CONSTRUCTION

SPECIALIZING IN REMODELING AND OFFICE BUILD OUTS
INDUSTRIAL UNITS FOR LEASE
VACANT LAND AVAILABLE
COMMERCIAL LAUNDRY EQUIPMENT



Developers of Corporation Points At:

Elmhurst, IL • Westmont, IL • Bensenville, IL • Ft. Lauderdale, FL

The Old Car In the Farm Field

by Chuck Derer

For over thirty years I have been taking trips to Indiana. Thirty years ago I would drive south on 294 to I 80 and on to I 65 where I would head south. This was a fast way to go.

Too many times though, there was road construction or a crash or just a lot of traffic. At some point I decided to take the road less traveled. One of the main north south two lanes is Cedar Road. It extends from Lemont south past New Lenox to where it meets Rt 52. This is where my story begins.

Going south on Cedar Road, south of New Lenox I would notice an old car sitting in a farmer's field a couple hundred feet from the two lane black top. For a few years I would just drive by and make a mental note that someday I should stop and take a closer look. That someday came over twenty years ago when I grabbed my video camera and made a special trip out there just to shoot video of that car.

I arrived at the site at about 9am. I don't like to go traipsing through somebody's field to get close to somebody else's car without some sort of permission. There was a farm house near by so I went and knocked on the door. I was there knocking for quite a while. I could hear people inside and I at least wanted them to know who I was and what I was up to. After a while I gave up and went back to the old car.

At 9am the mosquitoes were all still sleeping. They weren't happy that I woke them up. The weeds were chest high and covered with the little critters. There must have been a mosquito convention or something. I hadn't seen this many mosquitoes since leaving Vietnam. It was a bit of a drive to do this and those little bastards weren't going to chase me away. I was bigger than they were...and smarter?



For many years I thought the car was a 1934 Auburn. I had looked in the Standard Catalog of American Cars where I thought the front of the old car looked to be a 1934 Auburn of some sort. But oddly I couldn't find an exact match in the Catalog. I decided to join the ACD Club forum to see if I could get some help in properly identifying the car. The car turned out to be a 1934 Oldsmobile(nc). Well I got the year right anyway.

I can't tell if this car was a 6 or an 8 cylinder. I didn't want to open any doors or the hood or touch the car in any way. In reading about this car in the Standard Catalog, GM at the time was considering combining Buick, Oldsmobile and Pontiac or possibly eliminating some of these brands. As we know now, that would come later.

My take away on all of this; take the back roads if you want to see stuff. Take pictures even if you have to take some extra time to do it. This car, after many years sitting alone in that field, was finally taken away. I don't know where it is now.

Take a picture, it will last longer.



jctaylor.com 1-888-ANTIQU




Unparalleled Claims Service

Ease of Doing Business

Agreed Value Coverage




Insuring Your Vehicles For Over 55 Years

**WE DREAM OF RUBBER, METAL,
ROARING ENGINES &
KEEPING CLASSICS ALIVE**

Because life's better in a classic



HAGERTY
CLASSIC CAR INSURANCE

800.922.4050 | LOCAL AGENT | HAGERTY.COM

Hagerty is a registered trademark of The Hagerty Group, LLC 2014© The Hagerty Group, LLC.

FOR SALE
Historic building originally built to do final assembly of Model A Fords. Located in picturesque Maple Park. Currently houses owner's car collection. 2 separate units totaling over 4,000 sq ft. Each unit fully dry walled with 2 overhead heaters and full bath. Building has high end security system and is on busy intersection with good exposure.
\$249,500 Call 630-267-1077



Results that speak for themselves

When it's time to part with a car, make us your first call.



SOLD 1930 PACKARD 734 SPEEDSTER



SOLD 1938 DELAHAYE 135MS COUPE
COACHWORK BY FIGONI ET FALASCHI

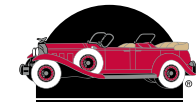
INTERNATIONAL NETWORK OF BUYERS AND SELLERS | AVOIDANCE OF "NO-RESERVES" | MECHANICAL AND COSMETIC PREPARATION | TRADES, FINANCING AND SHIPPING

HYMAN LTD.
INTERNATIONAL MERCHANTS OF EXCEPTIONAL MOTOR CARS

When it's time to buy, sell or consign, make us your first call.

To view our inventory or discuss a car: www.hymanltd.com or +1 (314) 524-6000

2018 Copyright Hyman Ltd - St. Louis, Missouri



CLASSIC CAR CLUB OF AMERICA

Approved CCCA Classics

The Classic Car Club of America defines a Classic as a "Fine" or "Distinctive" automobile, American or foreign, built between 1915 and 1948. Generally, a Classic was high-priced when new and built in limited quantities. Other factors, including engine displacement, custom coachwork and luxury accessories help determine whether a car is considered to be a Classic. *Cars prior to 1925 are currently under review.

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

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

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

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

YOU DON'T HAVE TO OWN A CLASSIC CAR
to be a member of The Classic Car Club! All you need is an appreciation for these fine automobiles. We encourage you to join our tours and events too! Not everyone owns a Full Classic®, but everyone can join the fun.

National Dues are \$70. For an Associate member add \$10. Dues are payable to CCCA

5100 River Road Suite 175

Schiller Park, IL 60176.

Regional dues are \$30 single, associate \$5 (spouse or significant other). Life Time memberships also offered. You must be a national member to be a local member

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



Travel and Transport Building
This building is nearly 1,000 feet long, and offers some new concepts in architecture never before attempted. The dome of the Travel and Transport Building houses the railroad exhibit at "A Century of Progress".
(from the back of the postcard)



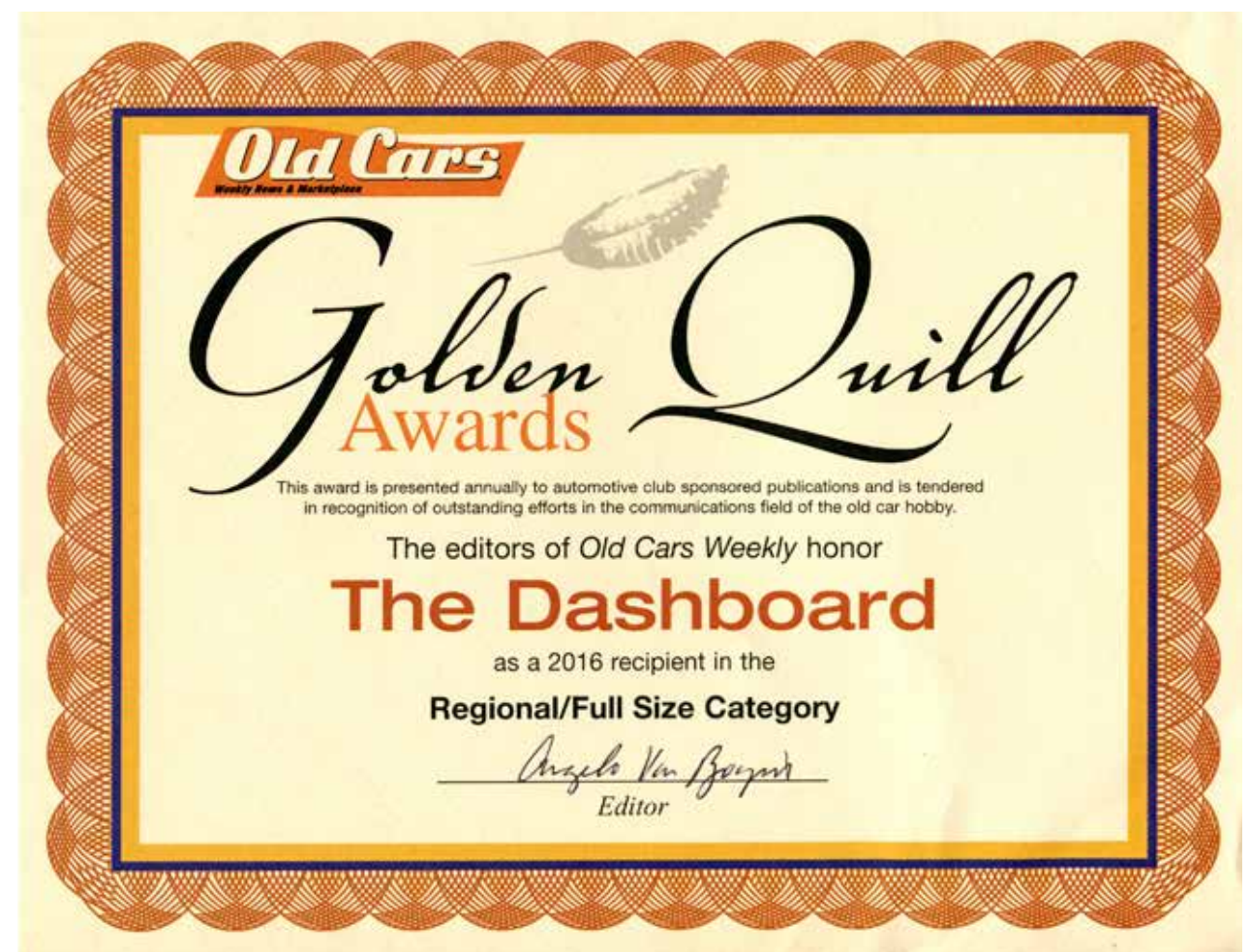
Ford Building
900 feet in length, ten stories high in center, the Ford Building is one of the largest and most magnificent buildings ever constructed for a World's Fair.
(from the back of the postcard)

As promised, there was one final story from my trip to Ireland. Although not a 'Grand' Classic the Ford story is truly a classic on it's own. It's a universal story - the rise from poverty to wealth, the story of innovation, the story of following your dream and overcoming the odds, yet staying true to your roots. I've enjoyed sharing my travels with you and hope you have enjoyed hearing about some of them too.

Over the years I've had several hobbies, one of which was collecting old postcards. I knew I had some from the Chicago World's Fair so I went and pulled them out to share with you. I was fortunate enough to have one of the Travel and Transport Building, where those fabulous cars, including our cover car, were displayed. I have several others from the fair, including these automotive buildings.

~ *Maureen*

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





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