

The DASHBOARD

SUMMER 2022



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



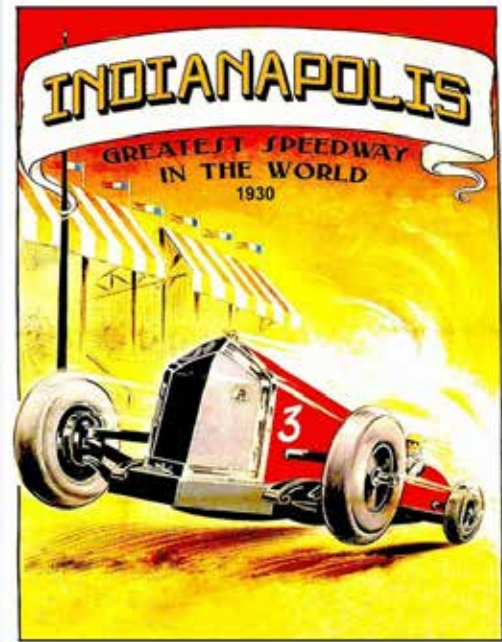
Inside This Issue

Spring 2022

Letter from the Director	2
Calendar of Events	3
Show Opportunities	4
Lunch Train Tour	5
Annual Picnic	6 - 7
Geneva Commons Show	8 - 9
Annual Oakbrook Show	10 - 15



Cover Car	16 -19
Cover Car Year 1930	20
The Great Race	22 - 23
Historic Personalities of Plainfield, IL	24 - 25
Member News	26
Buick Blackhawk	27
History of the Glove Box	28
Dorothy Levitt	29
List of Approved Classics	31
From the Rumble Seat	
Editor's Page	32



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LETTER from the DIRECTOR

Dear fellow club members:

We are now more than halfway through the best part of the driving season. Have you made the most of our beautiful, warm sunny days? This is something that I often ask myself this time of year. Typically I say no and scour the calendars of different car events to make sure I plugged in to as many more as I can handle. Many of us look forward to the Geneva Concours which is right around the corner on August 28. Hopefully all of you will be able to attend, if not display one of your car children. I know I'm looking forward to a good reason to get my Cord ready for what promises to be another wonderful show.

I'd also like to mention that your club has at least two more events coming up to consider. We are working with the Michigan region of the Rolls Royce club to provide you a unique opportunity for a train ride and socialization in Wisconsin. This event is coming up fast on September 17. I hope you can make it.

Our last official car event of another year will be our annual dinner. This year promises to be extra special as the Schoenthaler family has agreed to let our club host the first event in their parent's clubhouse. You don't want to miss putting November 13 on your calendar. This promises to be a great opportunity to get together one more time before the holiday season is upon us and our time is consumed tucking our babies away for the winter. Not only will you enjoy some great cars you haven't seen in a while, but we will have a special speaker as well, just as we did last year. I hope to see you all down the road.



CORDially,

Russ



In Memoriam

Richard Rodriguez

7.22.2022

Richard Rodriguez's spirit transmuted to mother earth on July 22, 2022, at age 91 after a long struggle with bladder carcinoma. Born February 2, 1931, to Antonio and Nieves, he grew up in Chicago. After joining the Air Force as a radio flight engineer he retired from service as a tech sergeant in 1953. He applied what he learned and worked as a test equipment engineer for Zenith radio corporation until his retirement.

He leaves behind his three sons, three daughters, numerous grandchildren and great-grandchildren. He enjoyed travel and camping and was forever adding to his vast collection of books and records. Both music and learning were his passion. May his star shine brightly.

Donations may be made in Richards name to Indigenous Environmental Network <https://www.ienearth.org/>. The Celebration of Rick's Life will be held on September 11, at Bartlett Fire Barn, 218 S Main, Bartlett from 3 to 6 p.m.



Maryann Rock

8.8.2022

Maryann Rock, age 72, of Clarkston, MI danced into the Lord's arms on August 8, 2022. She approached every day as an opportunity to celebrate life along with the wonderful and unpredictable surprises that accompany it. Survived by her Husband of 52 years, Gary, their four children and their cherished grandchildren.

In lieu of flowers, memorials may be made to St. Jude Children's Research Hospital.

Joanne Rungaitis

8.10.2022

Beloved aunt of Maureen Blevins, passed away at the age of 83 after a courageous battle with cancer. Donations to Compassionate Care Hospice in Joliet would be greatly appreciated.

Board of Managers



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Upcoming Events

August 21 - Pebble Beach Concours d'elegance

August 27 - September 6 - ACD Festival

August 28 - Geneva Concours **CANCELED**

September 18 - Concours d'Elegance of America the Detroit Institute of Arts

- Featured classes: Cars of Harley Earl highlights the designer's role as the first styling chief of GM
- Cars of Woodward Avenue celebrates the iconic muscle cars
- Detroit Autorama showcases the customs, one-offs and cars from the golden age of "America's Greatest Hot Rod Show" <https://detroitconcours.com/>

September 11 - 5th Annual Cars & Cops - 2500 W Bradley Place, Chicago. 3 ½ acre show field. Proceeds go to the Chicago Police Memorial Foundation
cpdmemorial.org/carshow

September 17: GIR/RR Club - Lunch Train
Sign up Flyer enclosed in this issue

October - AACA/GIRCCCA Fall Tour - Dates TBA

November 13 - GIRCCCA Annual Dinner -
Schoenthaler Collection. Additional Details TBA



Opportunities



On behalf of the board of directors of the Geneva Concours d'Elegance 2022, we have been asked to circulate this press release.

To our Partners, Participants, Volunteers and Sponsors:

Thank you for your participation and generous support of the Geneva Concours d'Elegance 2022. We had such a wonderful line up of automobiles for this year but due to unforeseen family health issues it has been decided that this year's Concours will be rescheduled to Sunday, August 27, 2023.

Please continue to visit the event website for updates to the schedule at www.genevaconcours.net. If you have any outstanding business for the current year, you will hear from one of us.

Please enjoy the rest of the summer and know we are very much looking forward to your participation in the Geneva Concours d'Elegance 2022, to be held on August 27, 2023.

Respectfully,

The Board of Directors of The Geneva Concours d'Elegance 2022

GASPARILLA CONCOURS d'ELEGANCE

December 2 - 4

On Friday's Tour d'Elegance entrants seek to prove their road-worthiness.

Saturday's CHARITY AUCTION proceeds benefit Friedreich's Ataxia Research Alliance (FARA).

The Gasparilla Concours Silent Auction is Online! You must pre-register to bid. The form to bid or donate can be found at <https://cbo.io/bidapp/index.php?slug=fara#>

The name "Gasparilla" is synonymous with the Tampa Bay area's most famous social season.

Celebrating the legend of the invasion of the city by the fictional (or not!) pirate Jose Gaspar, the mayor of Tampa relinquishes the keys to the city, and we are invaded by a pirate ship filled with hundreds of the city's finest business people and founding families of Tampa, all in the name of fun and charity.

Vehicles to be judged at the Concours will receive an extra point on their judging tabulation if the owners/representatives are dressed in era correct clothing when the car is being judged! <https://gasparillaconcours.com/>



5th ANNUAL CARS & COPS SUNDAY, SEPTEMBER 11th



Hagerty garage + Social will be hosting the 5th annual Cars & Cops on Sunday, September 11th at their facility, 2500 W Bradley Place on their 3 ½ acre show field. It is a judged car show with the proceeds going to the Chicago Police Memorial Foundation to ensure the children of fallen officers get a scholarship for their future careers. Check out: cpdmemorial.org/carshow for more information.

THE DETROIT CONCOURS

September 16 - 18

A weekend-long tribute to the people who designed, built and drove American car culture, and to the vehicles at its heart, just blocks from where much of car culture was forged.

Saturday

- RADwood, vehicles of the '80s and '90s and a costume contest for the coveted raddest dressed award
- Concours d'Lemons, a fan favorite celebration of oddball and unexceptional cars
- Curated car clubs from around the Midwest region
- Kids Zone, with free automotive activities designed just for kids
- Free Ride & Drives, open to the public and first come first serve

Sunday

- 120 historically significant vehicles
- 15 car classes, including Cars of Woodward Avenue, Harley Earl, Euro Alley and Orphan Cars.
- Afternoon Awards Ceremony
- Free Ride & Drives
- Live entertainment on jumbotron screens



Upcoming Tour



THE ROLLS-ROYCE OWNERS' CLUB AND THE CLASSIC CAR CLUB OF AMERICA JOINT MEET
LUNCH TRAIN RIDE AND TOUR (SELF-
GUIDED) OF THE ANTIQUE TOWN OF EAST TROY, WISCONSIN
SATURDAY SEPTEMBER 17, 2022

PLEASE ARRIVE AT 11:00 AM AT THE STATION 2002 CHURCH ST EAST TROY, WISCONSIN

DEADLINE SATURDAY SEPTEMBER 10, 2022



FARM FRESH WISCONSIN TREATS AT THE NEAR
BY ELEGANT FARMER



YOU CAN LOOK FOR A TREASURE AT A TO Z
ANTIQUES



DON'T MISS DESSERT AT LAUBER'S BTW IT IS
OWNED BY LMR MEMBER JOE BOEHNLEIN

Please see the sign up sheet and flyer included in this mailing for menu options and complete details

**Please note that this train leaves from the station at East Troy, WI.
Anyone wishing to caravan to East Troy should contact Russ Rodriguez 630-767-9000**

Annual Dinner - November 13

The Schoenthaler family has agreed to let our club host our Annual Dinner in their parent's clubhouse. You don't want to miss this! Not only will you enjoy some great cars but we will have a special speaker as well. Whether you've been there before or will be seeing it for the first time, this is your chance to visit one great collection!



Annual Picnic

Photos by Maureen Blevins and Gary Gerstner

The weather was ideal - not too hot and no rain. The overcast sky kept the heat at bay and everyone thought it was perfect. New members met with seasoned members, a few people brought guests, and a good time was had by all.

As usual, the food was outstanding.



Our three chefs analyze how best to get the grill going.
John Maxson, Tom Kleinschmidt, Bruce Grabenkort.



John McNabola drove his motorcycle with guests Connor Harrington and Sunshine, our unofficial mascot, in the side car.



Stephen and Sally Styers brought out their 1936 Bentley



Alan Blum drove his 1931 Packard



Wilma and Bill Morris came in their 1932 Pierce Arrow.





Ann and Tom Kleinschmidt



Penny and Chuck Derer



Charles and Joan Falk



Maureen Blevins-
doing what she
does



Our friends from the Packard Club



Wayne Jorgensen and Paul Safransky



Linda and Jim Kleinschmidt



Music courtesy of Bill Morris and his
'Spirit of St. Louis' music machine



Sandi and Gary Gerstner bring a
delicious looking salad to add to the table.



Forks? What forks? Bud
Schweppe wants to know.



It was nice to get to meet our newest members -
the Hansfords. Cameron English, John, Cindy
and Pete Hansford (seated).



Robin and Michelle James

Geneva Commons



Mary Ellen Thielemann and John Rock

Photos by Gary Gerstner

Many thanks to the volunteers and the attendees for braving the rain. Nick Carso, George Hansen, Conner Harrington, Gary Gerstner, Sheila Joynt, Bob Marshal, John McNabola, Mike Pavlak, John Rock, Russ Rodriguez, Mary Ellen Thielemann, Ed Vilwock, Frank Oles





1934 Bentley Park Ward Sport Sedan: Alan & Mary Alyce Blum

1928 Packard Custom 8: John Rock



1935 Packard Sedan: John McNabola



1931 Duesenberg Model J: Pete Todo



1916 Franklin 9A Touring: Tom Kleinschmidt



1931 Packard 5 Passenger Coupe: Alan & Mary Alyce Blum



1934 Packard Coupe: Mike Pavlak

1933 Packard V12 Dual Cowl Sport Phaeton: Jim Tharp



1932 Packard 8: Bob & Sheila Joynt



1930 Packard: Mark Smith

The area around the main fountain is where you'll find the main assemblage of Grand Classics. The Locomobile racer was granted a special spot due to the fact that it won two awards at Pebble Beach this year! A second in Class V: Miller and the Tony Hulman Trophy for the most significant open wheel race car.

Also gathered around the fountain you'll usually find a group of members - past and current - catching up and reminiscing no doubt about shows past. This group is John Barrett, Dennis Sobieski, Wally Ruppert and Wally's daughter, Anna Matis.



1930 Cadillac V16 Roadster: Dennis Sobieski



1926 Locomobile Racer: Driehaus Collection





Paul TerHorst
1935 - 2020

Paul TerHorst planned his life around car shows, caravans, and swap meets. His 1935 Auburn Cabriolet was a regular fixture at Classic Car events.

A valued member of the Classic Car community, Paul was a true character, and was never without a joke, or a smile for his family, friends, and 'car people'.

The GIRCCCA would like to take this opportunity to acknowledge his many contributions to the Classic Car Collector hobby, and to the GIR.



Charles (Chuck) Kelley
1939 - 2021

Charles (Chuck) Kelley was a long time, valued member of the Greater Illinois Region of the Classic Car Club of America.

One time President of the club, concours judge, and member of other car clubs, Chuck will long be remembered for his jokes, his laugh and his ready smile.

GIRCCCA would like to take this opportunity to acknowledge his many contributions to the Classic Car Collector hobby.



This year the club paid tribute to two members we lost recently - Paul TerHorst and Chuck Kelley - with commemorative posters.

Both Kelley and TerHorst were long-time, valuable members of the Greater Illinois Region.

The posters drew plenty of attention from passersby, many of whom remembered one or both of these fine gentlemen, happy to share memories of previous shows and reminisce about some wonderful times spent there.

HELLO Russ,

As I shared with you, this is the premier vintage auto show event of the region; the venue, I am sure, has probably reached the motion picture industry's interest at some point but they need a dramatic story line to go with it. The whole show, voiced by many people there, is just like being in the movies. Very classy venue.. Long awaited by all, it proved to exceed all my positive expectations of excellence, due to the very interesting people, shared memories, and of course the vintage auto exhibits. Outstanding, good show, once again! I love it.

My location at the entry ramp may have resulted in continuous, non stop crowds sharing their compliments, thoughts and appreciation for the show. I could not keep up with the crowds and individuals. I was not able to finish my cup cakes and coffee from the registration tables until 3:00 PM. One group came in from St. Louis!

The car park folks were very helpful for all the car owners to get the show launched..

Thanks again for the opportunity and for the GIRCCCA folks efforts in this annual event.

Bob Radzak



Hello Russ,

Thank you for a wonderful show at the Oak Brook Shopping Center. For a "one man band," you've done a fantastic job! I made new acquaintances, and reconnected with old ones. What a beautiful place for a show!

With a carefully laid out arrival and departure of cars in several locations, there were no traffic jams at 6:00pm. And I'm glad that cars were required to stay in place until 6:00pm because that gave me the time to view all of the show cars. I've been at car shows where I missed the chance to look at a car because the owner left the show with his car early.

Fifty years ago, I used attend these Father's Day Classic Car Shows, and now I had the privilege to show my own car in this same show!! I hope to be in town next year for this show.

Thank you,

Gary Klecka



Russ, it was a great day!! Dan McCarthy and his son did a great job. By the time I got there with our group they had gate #1 under control. I helped out after we got there. I know this is a huge undertaking!! It was handled wonderfully!! If we are lucky enough to have it again next year, please call on me, I can do more. Again ,Russ, thank you for what you do for this show!!! I attached a picture of 4 generations of the Karlson's that were at the show. This is what it is all about!!

Thanks, Kurt A. Karlson



Chuck and Penny Derer with their daughter Sarah also made it a Father's Day outing.



It's always nice to bump into old friends who are part of the GIR Family. Above, Linda and Jim Kleinschmidt, Anna Matis and her dad Wally Ruppert got to spend a little time together.



Below Ann and Tom Kleinschmidt had time for a chat and a photo with Bob Mills.



Oakbrook



1952 Crosley Wagon: Dennis Terdy

Russ,

A big thank you for inviting me to the Oak Brook show! It was the most spectacular show of my 11 years! I had 5-12 people at one time asking great questions, etc. all day long. Man...was I exhausted. Great turn out of people to look

All the best,
Dennis Terdy



1961 Facel Vega: Kevin Murray

Russ,

A big thank you to you and the volunteers for putting on an amazing show. The quality of the cars was simply outstanding. I don't think I've ever seen that many Packards in one place at one time. And to see and hear the Duesenberg come in to the show under its own power was really a treat.

Kudos all around!
Kurt Duesterhoeft

In addition to the large assortment of Grand Classics, this show also always offers its share of unusual, rare, and just plain beautiful automobiles.



1948 Buick Super 8 Roadmaster: Bob & Bonnie Starzyk

Hey Russ!

I just wanted to say that my Father and I had a GREAT time at the show on Sunday. It was a very fun experience and we met a lot of new car friends! We look forward to attending again next year.
- Frank Oles



1957 Citroen Traction Avant 11BL: Frank Oles



I wanna say thanks for a wonderful event yesterday. And seriously I got the best spot in front of the sunglasses hut. Great corner lot, shade all day! Prime real estate! Mary Ellen and everyone else had everything so well organized and the crowd was great. The band was wonderful too!

*Thanks
Bob M*



Mary Ellen Thielemann and Jamie Smith pulled early duty, registering participants as they arrived, and handing out their location assignments.

Gary Gerstner spent his day taking photos - what else?



Part of what we do at the Oakbrook show is promote our club, and a great way to do that is with the information booth. Alan Blum and John Rock spent a good deal of their day at the booth once they got all the cars in place. Some others helping out there were Mark Smith and daughter Jamie, Ruben Taylor, Maureen Blevins and Mary Alyce Blum.

There were lots of questions answered and a lot of printed information handed out. There's always a lot of feedback gotten at the booth too. A few people mentioned that there were fewer cars than in the past, but over all, everyone was glad the show was back!

Hi Russ,

Didn't see you at the show; had a great time, I think it went off great, it's a huge amount of work, not sure how you do it! Great job!





1930 Cadillac Roadster

Wheelbase: 148"

Original MSRP \$5350.

Owner: Dennis Sobieski

I love this car! I was taken by it the first time I saw it - at Oakbrook one year - and I still think it is one of the most beautiful cars I have ever seen.

The car was in decent shape when Dennis Sobieski bought it from a guy in Massachusetts - BUT - he didn't like the color. The car was silver, with a tan top and a pink pinstripe. That did not impress Sobieski, who envisioned this car as it is today - an elegant, sleek, black beauty.

At first glance the car looks to be all black, but it is not. It is two-tone; black and gunmetal gray. The gray is so dark that in most light it appears black, but when the bright sunlight hits it, the difference is noticeable. It also has a pinstripe. But this one is a subtle, hand painted, black one. It adds just the right touch of elegance.

Dennis and his son Danny did the repainting. The body of the car was shipped out to his son's shop in California, while the fenders remained with Dennis. At one point his son suggested painting it red, but Sobieski wouldn't hear of it. He knew what he wanted. He said his son sent him several paint samples, but they weren't dark enough. He wanted the

difference to be so subtle as to be almost unnoticeable. They succeeded. Finally.

Once painted, the car came back to Illinois and was reassembled. Sidemounts with hard covers were added. He has owned the car about 15 years.





This car is so shiny and highly polished it reflects like a mirror. The panels beneath the door open. One is for tools. The panel on the other side holds the battery. The two rear panels are 'dummies' - added for a balanced, symmetrical look.

Also on the passenger side is a golf bag compartment, empty for now as he has yet to find an era appropriate set.

This is one of 54 V16 engined cars built in 1930. Attracting rave reviews, production began. By April 1000 units had been built. By June, 2000. A



variety of body styles could be ordered with a V16. The Fleetwood catalog for 1930 included 10 basic body styles.

After the peak in orders in mid 1930, production fell, although a minimum of production continued through the decade. A mere 50 units were built in 1935 and again in 1937. Cadillac estimated that they lost money on every V-16 sold.



These two photos show the effect that the light has on this car. The top photo is taken in direct sunlight coming through the garage door. The bottom photo is the same car, outside, in the shade.





A classic black leather interior with a bench seat completes this stunning automobile. The rumble seat is also outfitted in the same soft black leather.



"This car is a people magnet" says Sobieski. "No matter where I show this car there is always a group of people around, asking questions about this car."



CoverCar Year - 1930



Herbert Hoover, US President
1929 - 1933

World Population: 4.378billion
U.S. Population: 123,076,741



Chicago born Billy Arnold, 24, wins the Indy 500 after leading all but the first two laps of the race, the most ever by a winner of the race. He won by a margin of 7 minutes and 17 seconds.



Grant Wood paints American Gothic.

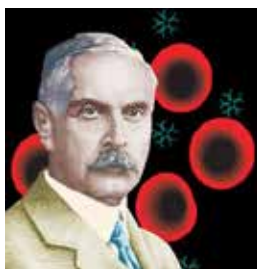
Cost of a first-class stamp: \$0.02



Karl Landsteiner (US) wins a Nobel Prize in science for discovery of human blood groups



Academy Award, Best Picture:
All Quiet on the Western Front
(Universal)



America's First Supermarket Opens in Queens 1930



The Smithsonian declares King Kullen to be "the first to fulfill all five criteria that define the modern supermarket: separate departments; self-service; discount pricing; chain marketing; and volume dealing."

Average Cost of a New Home \$7,145.00

Cars introduced in 1930:
Bentley 8 Litre, Cadillac V-16
Delage D6, Humber Pullman
Mercedes-Benz 770, Morris
Major, Wolseley Hornet six

Average Yearly Income \$1,970.00



Astronomers discover Pluto, the ninth planet



1930 Bentley 8-litre 4-light sports saloon by H J Mulliner
This is the first production 8-litre

Average cost Gallon of Gas 10 cents

World Series: Philadelphia A's d. St. Louis Cardinals
Stanley Cup: Montreal d. Boston
NCAA Football Champions: Alabama (CFRA) (10-0-0) & Notre Dame (NCF, HF, DS) (10-0-0)
World Cup: Uruguay d. Argentina



In the Standard Roadster model, Cadillac's sleek, the sweeping lines of the V-16 chassis has been translated into body lines uniquely symbolic of the car's tremendous performance capabilities. V-16's power surge from 21350 r.p.m. detail.



Custom has long decreed that certain exterior symbols shall be indicative of man's accomplishments among his fellow men. And of all these symbols, in our present day, few are more expressive or more certain of instant recognition, than ownership of the Cadillac V-16. Born of Cadillac's avowed determination to produce an automobile of unquestioned distinction, this magnificent car stands completely apart from all other forms of personal transportation. From the whispered hush of its 16-cylinder power plant, to the luxurious comfort of its body and chassis, it is, literally, a new kind of automobile.

CADILLAC V¹⁶

The Great Race 2022

by M. Blevins



#91 Jeff Fredette and Eric Fredette in their 1933 Ford Pickup was the first vehicle through. ..



... #120 with James Boren and Dave Behrens in their 1931 Packard Phaeton Standard 8, was the last.

When I heard that The Great Race was coming through Illinois and making a stop not far from where I live, I knew I had to go. From the first car through to the last, it was an exciting evening. The streets were jammed with people and as the cars rolled in, it became quite the party atmosphere.

A field of 120 entries drove from Warwick, Rhode Island to Fargo, North Dakota, a distance of approximately 2300 miles in 9 days competing for a top prize of \$50,000. The vehicles, each with a driver and a navigator, are given precise instructions each day that detail every move down to the second. It is not a speed race, but a time/speed/distance rally. They are scored at secret check points along the way.

The event was started in 1983 by Tom McRae and takes its name from the 1965 movie, *The Great Race*, which starred Tony Curtis, Jack Lemmon, Natalie Wood and Peter Falk. The movie is a comedy based on the real life 1908 automobile race from New York to Paris.

Next years Great Race will go from St. Augustine, FL to Colorado Springs, CO. Anyone interested?



#25 Jim Pohl and Joyce Mordenti in a 1953 Sunbeam Alpine. I had never seen an Alpine before - sharp looking!



Costumed actors portraying historic personalities Dr. Edward Hoffman, Eddie Gardner and Orva Pratt from the town of Plainfield, welcome participants and onlookers to their town.



At left, Richard Schneider and Noel Schneider, #89 breeze into Plainfield in their entry - a 1937 Lagonda LG6.



There were pick-ups, racers, classics, VWs and all sorts of cars in the race. One of the criteria was it could not be newer than 1974. There was a trio of cars from 1916 - two Hudsons and a 1916 Chevrolet Baby Grand.

As the cars pulled into town, they were directed to the end of the main street, where they were parked for several hours, giving everyone ample opportunity to look them over.



#99: Ron Martin and Troy Smith - 1927 Peerless S60A



#18: Brad Phillip and Dan Stahl - 1916 Hudson Super Six Series H, said to be the oldest car in this years race.



#153: Jan Gale and Ross Gale - 1949 Packard Station Sedan



#31: Chad Caldwell and Jennie Caldwell - 1931 Auburn



#56: Doug Wildrick and Jesse Jameson - 1917 Hudson Super Six



#63: David Brogdon and Ethan Brogdon - 1940 Cadillac Convertible Series 62



The Winner! #19: Josh Hull and Trevor Stahl in a 1932 Ford Speedster

History is truly all around us. Sometimes we only have to be made aware of it. The sleepy little town of Plainfield, IL hosted a stop from the Great Race. They had costumed actors representing three of Plainfield's historic residents. Their stories were interesting, so I'm sharing them here with you, hoping you find them interesting too. ~Editor

From the Plainfield Historical Society

Around 1906, Eddie Gardner, 18 at the time, moved with his parents, Martin and Mary Obst Gardner to a home on Center Street and soon found employment as the manager of the local billiards hall.

Eddie developed an interest in the new sport of automobile racing ... running some of his races at a former harness racing track about one mile south of the Village of Plainfield (later known as the Plainfield Motor Speedway (1923-1926) which later, through gravel mining operations, became Lake Renwick).

In 1910, Gardner purchased a National Motor Vehicle Company "Runabout" racing car from Benjamin B. Lipsner - a transaction that would later greatly impact Eddie's life and legacy.

To support his newfound interest, Eddie Gardner moved to Chicago where he worked as both a chauffeur and as an auto mechanic. Within a few years, Eddie's daredevil interests shifted from auto racing to aviation. By 1916, he was serving as a U. S. Army flight instructor in the newly created aviation section within the Army's Signal Corps. During his time in the Army, Gardner had been nicknamed "Turkey bird" by fellow pilots who suggested that Gardner's wobbly takeoffs resembled a turkey trying to fly. Slightly offended, Gardner later shortened his colleague's moniker to "Turk Bird," which he considered more acceptable.

The U. S. Post Office became convinced that the airplane could carry a payload of mail. In mid-1916, Congress authorized \$50,000 to implement the first, experimental air mail delivery route. The U. S. Army Air Service, which included Benjamin B. Lipsner, provided pilots to fly one round trip six days every week.

Mr. Lipsner went on to head the civilian-operated Air Mail Service. One of the first pilots he hired was Eddie Gardner, who by then was 30 years old. Eddie earned an annual salary of \$5,000 and flew his first air mail service flight on August 5, 1918. Lipsner had a plan to establish coast-to-coast air delivery service, but the establishment of a New York to Chicago route, crossing the dangerous Allegheny Mountains, was the first step. Eddie Gardner and Max Miller were selected to make separate test flights, scheduled for September 5, 1918. Miller took off first,

with Gardner following in a Curtiss R-4 powered by a 400-horsepower Liberty engine. To make these flights feasible, the trips had to be achieved in less than 10 hours. Plagued by mechanical problems, neither pilot managed to finish their trip in the course of a single day. However, upon landing in Chicago, both men became instantaneous celebrities and were honored guests at numerous parties throughout Chicago.

Eddie Gardner eventually left the U. S. post office flight service. While performing stunt flying demonstrations at an air show in tiny Holdrege, Nebraska, Gardner crashed his plane on May 5, 1921. Although he was conscious following the crash, Gardner was transported 165 miles to a Lincoln, Nebraska hospital where he fell into a coma and died unexpectedly early the following morning.





Dr. Edward Carlyle Hoffman earned his degree in dentistry around 1892, starting his first practice in Chicago. He married Ida Boys in 1894 and shortly thereafter, the Hoffman's moved to Plainfield, where he immediately established a dental practice. They built a home along what would become the Lincoln Highway.

Dr. Hoffman was fascinated by gasoline-fueled, combustion engines and the emerging car industry. Around 1900, Dr. Hoffman built the first automobile in Plainfield (that we've been able to document). Not only did Dr. Hoffman assemble his "horseless carriage," he also built his own motor.

By 1901, Dr. Hoffman had established the H. L. Hoffman Motor Company in Plainfield. In 1902, he moved his manufacturing operations to Joliet. Later that same year, he moved his company to Randolph Street in Chicago.

Dr. Hoffman, accompanied by his wife or good friends, made several cross-country road trips to promote both his motor and motor car ... and to share his enthusiasm for the future potential of the automobile. Ida passed away in 1914 and Dr. Hoffman married his second wife, Mamie Ida Woodley. By 1920, Dr. and Mamie Hoffman sold their Plainfield home and settled permanently in St. Petersburg, Florida where Dr. Hoffman passed away in 1930.

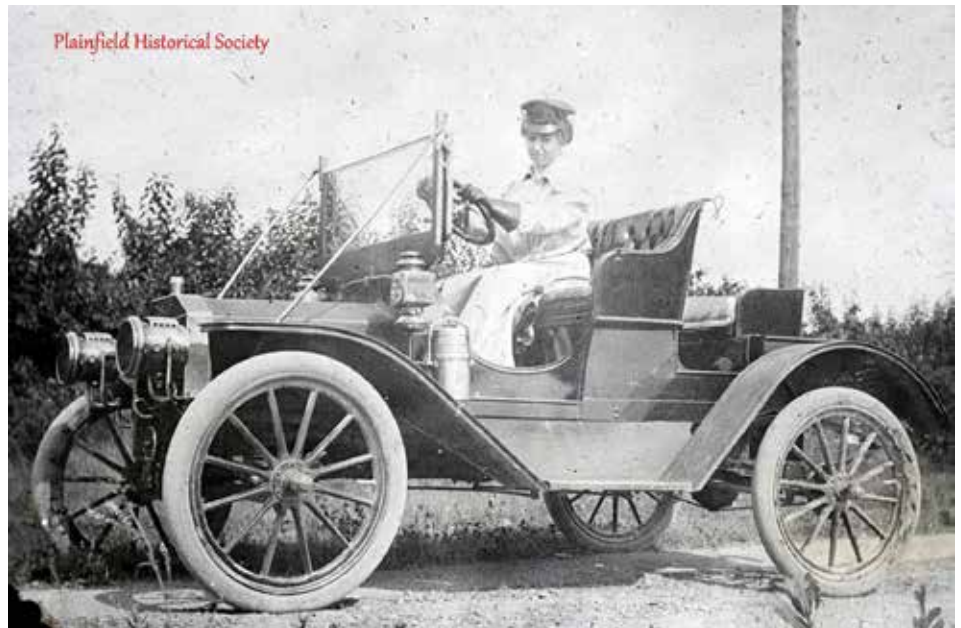
Photo: Dr. Edward C. Hoffman and wife, Ida, in his self-built "horseless carriage," circa 1901, outside their home on the Joliet Road, Plainfield.

In 1908, after much encouragement from her friends, **Orva Hartong Pratt** entered a ladies-only contest, selling subscriptions to the newly-established Joliet Sunday Herald newspaper. The contest was divided into five districts, with Orva's district covering the residents of Wheatland, Plainfield, Lockport, Homer and Troy Townships. She garnered more than two million points, which were awarded based upon the lengths of subscriptions sold.

Her first-place award? A 1908 Ford automobile! Orva was 23-years-old and a new mother when she won the bright red, 1908 Ford with black upholstery and brass trim. With this win, Orva became one of the first women drivers in Will County.

A representative from the Steinhart-Jensen Auto Co. of Joliet came out to Plainfield and picked up Mrs. Pratt on Monday, October 5, 1908. On the way to Joliet, he explained the auto's operations. Orva was on her own to get back to Plainfield! On the return trip, she had to drive off to the side of the road when a horse and wagon approached. She then would stop the motor, wait for the horse to pass and then crank start the auto again.

She continued to drive for more than 60 years until shortly before her death in February of 1975 at the age of 90.



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<https://www.facebook.com/plainfieldhistoricalsociety/>

Members In The News

Our deep and sincere sympathy goes out to **Russ Rodriguez** on the passing of his cherished father, to **John Rock** on the passing of his beautiful mother, and to **Maureen Blevins** on the loss of her beloved aunt.

Our Members continue to consistently win awards for their awesome cars! The recent concours at Copshaholm in Indiana, saw entrants from 13 states. Three GIR members received top honors. An award for Ultimate Luxury: Packard & Pierce-Arrow, 1934-1940 was awarded to **Mike and Christina Pavlak** for their 1934 Packard Super Eight, the Helen Dryden Award for Exemplary Interior Design went to the 1920 Packard Twin Six Runabout of **Tim and Dennis Heywood**, while the award for Most Elegant Packard AND Best of Show was taken by **Alan and Nancy Strong** with their 1936 Packard Super Eight. Congratulations to all!



Current Editor, Maureen Blevins has been an avid photographer since she was a child. Not only does she take pictures of cars and GIRCCCA events, she loves shooting just about anything, but landscapes are a favorite subject. She was recently awarded Second Place at the Annual Open Lens show at Gallery Seven in Lockport, IL for a photo taken at the county fair. In an online photo contest, another of her photos came in third - out of 3,857 entries.

You can view some of her award winning photos on her website <https://fineartamerica.com/profiles/1-mauverneen-blevins> or follow her blog at <https://maureenblevins.blogspot.com/>.



Chuck Derer, former editor of UpToSpeed, and videographer of Rides With Chuck YouTube channel, was on Honor Flight 101 out of Chicago in May. Of course, being Chuck, he videoed the experience.

You can watch the entire video here <https://www.youtube.com/watch?v=luWx6tMh3yc> and ride along with Chuck on his flight and tour of Washington D.C.

The Buick Blackhawk Concept Car

by Chuck Derer

Our area was lucky this summer to have two huge General Motors auto events. I'm talking about the Cadillac & LaSalle Grand



National Meet and the Buick Club of America National Meet. I was participating in the Cadillac event but one day I just had to visit the Buick event. It was being held at the Hotel Sheraton in Lisle.

The Buick Blackhawk was built on a 1996 Buick platform in the summer of 2000 to celebrate Buick's 100th Anniversary in 2003. Some of the modified sheet metal is from 1941 to 1948 Roadmasters, with a 1939 grill. Designed by Steven Pasteiner, former consulting engineer for AAT and former Buick designer, it was partly designed as a bit of an homage to the Buick Y-Job. The Y-Job is often considered to be the first concept car....But was it. The Buick Blackhawk is a well built, good looking, drivable factory custom but does it predict the future? It seems to be all about the past.

The car I believe to be a true concept and a predictor of the future is the HCM Marmon from 1932.

<https://www.youtube.com/watch?v=nmCzvLQwowM>



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A Brief History of The Glove Box

by M. Blevins

When I googled 'glove box' I got the modern definition, via Wikipedia. "A glovebox is a sealed container designed to allow one to manipulate objects where a separate atmosphere is desired. Built into the sides of the glovebox are gloves arranged in such a way that the user can place their hands into the gloves and perform tasks inside the box without breaking containment." Hmm. Times have changed. I had to search a little longer to find the old fashioned glove box.

Called a 'horseless carriage' in its early days, the automobile didn't have a roof, and when a roof was added, it didn't have windows, and certainly not a heater. Driving could be a cold, wet, uncomfortable adventure. Therefore, drivers generally wore gloves.

The idea of storing one's driving gloves inside the auto came from a woman named Dorothy Levitt, an automotive pioneer and one of Britain's first female race drivers. Among her accomplishments was publishing a book filled with advice for owning and driving an automobile. "*The Woman and the Car*," featured such tips as "You will find room for these gloves in the little drawer under the seat of the car. This little drawer is the secret of the dainty motorist." Dainty motorist? Times really have changed haven't they?

Some manufacturers used baskets, satchels or hampers, while others built boxes into the dashboard. Indications are that the first true glovebox, a bin in the instrument panel with a door, dates from approximately 1915 and was introduced in that year's Pierce-Arrow. Sales material for Packard's earliest cars stated "Instead of a leather dash, there is a boot or box forming part of the body. In this is ample space for parcels, waterproofs, etc." By the 1930s, the glove box became standard.

Technically a glove *compartment*, it is also known as a "cubby" or, in England and a few odd US states, a "Jockey Box", due to its small size - like a jockey should be.

As glove wearing waned, manufacturers introduced all sorts of iterations; a drawer that rolled out of the instrument panel, a glove box containing a pop-up makeup compact and lighted makeup mirror overhead, and another that featured a mounted voice recorder. Raymond Loewy fitted the iconic 1962 Studebaker Avanti with an Exclusive Beauty Vanity consisting of a lighted pop-up mirror and makeup tray in the glovebox.

The box in the 1957 Cadillac Eldorado Brougham featured a makeup case, notebook, cigarette case, an atomizer for perfume and six stainless-steel shot glasses held down by a magnetic strip.

Remember cup holders for drinks in that fold down door or automatic glove box lights? Since the early 2000s most lighted compartments are gone. Today, the manual, insurance card, and an assortment of 'stuff' seems to be what most people keep in their glove boxes. Rarely gloves.



Ever evolving, Dodge unveiled the "Chill Zone," a refrigerated storage bin that can hold up to four 12-ounce cans. Some manufacturers have developed deeper glove boxes where drivers can store a laptop.

If they can do that, I'm sure they can find a way to install that coffeemaker a lot of people keep wishing for.

Dorothy Levitt was a very interesting character. Levitt's first experience competing in a motor race took place in April 1903, the first English woman driver ever to do so. At the Blackpool Speed Trial in October 1906 she broke her own Women's World Speed Record (which she set at the Brighton Speed Trials in 1905), recording a speed of 90.88 mph, thereafter being described as the "Fastest Girl on Earth." Part of her diary entry reads: *Broke my own record and created new world's record for women. Had near escape as front part of bonnet worked loose and, had I not pulled up in time, might have blown back and beheaded me.*

In her book *The Woman and the Car: A Chatty Little Handbook for all Women who Motor or Who Want to Motor* (1909), it was recommended that women should "carry a little hand-mirror in a convenient place when driving" so they may "hold the mirror aloft from time to time in order to see behind while driving in traffic". She created and invented her own rear-view mirror before it was ever introduced by manufacturers in 1914. She also advised women traveling alone to carry



a handgun. She recommended an automatic Colt, as in her opinion its relative lack of recoil made it particularly suitable for women.

After a meteoric rise to prominence she abruptly vanished from public engagements. Her life after 1910 is undocumented. She was found dead in her bed on 17 May 1922. The death certificate named her as Dorothy Elizabeth Levi, unmarried, and stated that "the cause of death was morphine poisoning while suffering from heart disease and an attack of measles. She was 40 years old.

Actually... the in car coffee machine has been tried. The Hertella Auto Kaffeemaschine, the first and only known dashboard-mounted coffee maker was manufactured specifically for the Volkswagen Beetle in 1959.

An accessory to the VW bug, the unit could be mounted to the dash and plugged in. Porcelain cups that came with it had a metal disc on the bottom that allowed them to stick to the machine magnetically". The unit itself "mounts to the dash with a simple bracket, allowing for the pot to quickly be removed and cleaned when necessary."

It had no on/off switch. Once plugged in it heated up.

I would think it's only a matter of time before someone decides it's time to give this idea another go.



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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

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

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



It felt great to be back at Oakbrook, the premier show of the year. I always enjoy looking at all the beautiful cars, but it's a special treat to get a ride in one, and although this one wasn't moving, I had only to close my eyes and pretend...

A big thank you to Stephen Murphy for letting me get in this very special Locomobile Racer! It was the highlight of my day.

The Annual Golden Quill Awards given by *Old Cars Weekly* have been announced. And *The Dashboard* is one of the honored publications. Angelo Van Bogart, Old Cars editor, says "Quality, balanced content, creativity, accuracy, admirable layout and design plus professionalism are main factors in the selection." Van

Bogart added that the Old Cars staff looks for a balance of historical articles with stories about members and their vehicles, technical articles and club communication... plus helpful information and leads to resources that strengthen the club, its members and the hobby."

Dr. Gerald Perschbacher, chief judge for the competition, noticed several shifts in publications during 2021. Some were thinned in page count or in frequency, likely due to less activities and income attributed to the COVID pandemic and the curtailing of select activities. Some clubs skipped issues and, in rare cases, may have gone into hibernation. A few clubs even lost their editors to the virus. "There was less to report when it came to events, but plenty to include on special features," Perschbacher notes. So member memories, experiences and stories seemed to be bumped up in frequency. He sees this as a benefit for car clubs since it builds rapport. The hobby slowdown also resulted in a rise in technical and historical features that Perschbacher believes will strengthen enjoyment of the hobby and the preservation or restoration of collectible cars."

The Dashboard was not the only CCCA publication to be awarded. Full Size Chapters honors went to *The Dashboard*, Maureen Blevins, editor, Greater Illinois Region, and to the *Torque*, Rich Ray, editor, Michigan Region. In Compact Regions the *Hoosier Horn*, Rachel Daeger, editor, Indiana Region, and *The Hub Cap*, Jim Nicholson editor, Wisconsin Region were also awarded.

Maureen

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

From the Mailbag

Charles,

Thanks so much for having *The Dashboard* sent to me at the museum. It is a very, very nice publication and I really loved reading your article! You condensed the history of the museum and AAC very well and succinctly. Thank you so much for the coverage, I hope some people from your area come out and visit us either for the first time or a repeat visit.

Have a wonderful day, and thank you again! Best,

Brandon J. Anderson,

Executive Director & CEO

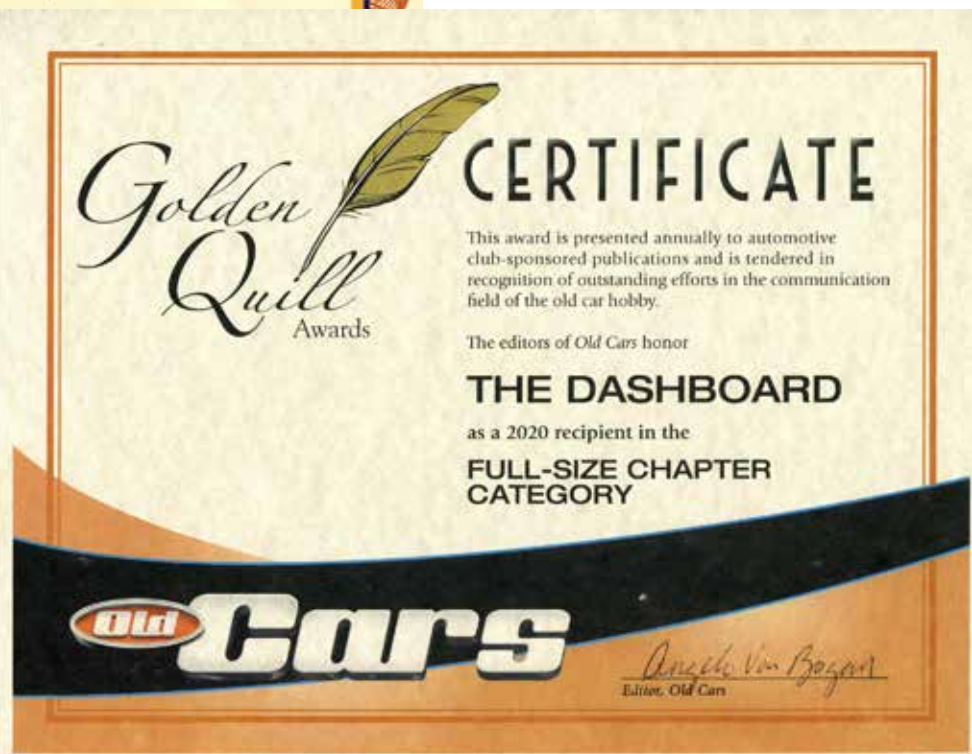
Auburn Cord Duesenberg Automobile Museum

Call for Stories and Ideas

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

If you are interested in contributing a regular column please contact me. I am open to ideas. Let's talk!

And remember - If you have a car you would like featured, don't be shy! Give me a call at 815-483-8216.





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