

The DASHBOARD

AUGUST 2023



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



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LETTER from the DIRECTOR

Hello fellow club members

As you receive this issue of the dashboard I am reminded that although the temperatures may still be warm to hot, our driving season is quickly coming to a close. Soon we will have to rely on the photos, and the memories we made during the last several months to sustain us through the winter. That is unless you have a wonderful warm place to retreat to and if you're extra lucky there will be a cool car waiting for you.

There's still time to sign up for the fall tour which is being hosted by The Packard Club of Chicago. Please check out the information contained in the magazine for further details.

I have had the good fortune to attend many new events this year and some that I'm lucky enough to attend regularly. At these, I'm constantly reminded that there are many works of art I know little to nothing about, and am even more amazed that they exist. This may be construed as the good part. There's also an unfortunate side to this discovery, as I find more and more of these cars relegated to static displays in museums and private collections, and not on the road. I think we cannot fully appreciate the visceral experience of a gas combustible engine without seeing the car in motion, and hearing and smelling it; distinctive attributes that only heighten one's connection with rolling art. I encourage you to find new ways to make this connection even if it means imposing your wishes on a fellow car owner to give you a ride, or let you hear it run. Who knows what indelible impression it will leave on you and keep you plugged into the passion that attracts us to all things on wheels.

On behalf of the board and the club, we would like to thank Kelsey Bell for her many years of service to the club as a board member. We recognize how important it is to keep a life balance between work, family and other activities. We look forward to seeing her business grow, as she works with car hobbyists to insure their special cars.

CORDially,

Russ

We Get Mail

Chas (Charles Falk),

I enjoyed your report about the History Museum in Roscoe. About 2 months ago, Diane & I drove out there in a pair of our Nash Metropolitans for a Metropolitan Club outing. It was a 2 hr visit followed by a great lunch. As you presented it, the Museum really is nicely laid out and was very educational. Our group really enjoyed it.

These are what we drove. One of my fraternity brothers had one in college, but 2 others had a TR-3, MGA & I had a MG TD, so we never really paid attention to the Nash. While they were designed and engineered in Kenosha, there were 100% built in England by Austin with A-50 - 1500cc OHV engines, trans & running gear. They are actually pretty decent riding cars.

~ Burt Richmond



Welcome to our New Members:

Julius Rutili, Claire Slebonick, Joseph M. Coletta,
Nick and Terrie Carso, Humberto and Bibiana Garcia, and Connor Harrington

Board of Managers



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Upcoming Events

Saturday, August 5 - AACA Tour to San Filippo

August 10 - 12 - AACA Grand Nationals - Bettendorf, IA

August 20 - [Pebble Beach Concours d'elegance](#)

August 27 - Geneva Concours 10 am - 4 pm
<https://genevaconcours.net/>

August 31 - September 2 - ACD Festival - Auburn, IN
acdfestival.org

September - Concours d'Elegance of America
<https://www.detroitconcours.com/event>

September 17 - 20 - POC Fall Tour to the Galena Territory - Info and sign up in this issue

October - Elegance at Hershey

November - [Hilton Head](#)

November 12 - Annual Dinner - Heywood Collection - Frankfort, IL Guest speaker: John G. Butte, author [Darlene's Silver Streak and The Bradford Model T Girls](#)
It is going to be another don't miss event!

2024

January 21, 2024 - Arizona concours - Scottsdale, AZ
"The Art of Automotive Design"

June 9 - 15, 2024 - National Packard Club Annual Meet Wisconsin



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.

The EDITOR's page



Welcome to the Oakbrook issue. The show was wonderful! The weather was perfect and there was plenty to see. With 80 plus cars, there was something for everyone.

There were fans of the 50s cars, and the 60s and 70s cars, fans of the quirky, fans of the foreign cars, and the Corvette fans. Cars they once had and wish they'd kept, cars their parents or neighbors had, or cars they have always dreamed of. Every one of those car fans had something to enjoy. But generally what they like best when they come to this show are the Grand Classics. Those big, beautiful, pre-war works of art. Cars they don't see at any other show. Cars that come with history - of gangsters, and movie stars, and the very rich. Those cars always have a crowd of admirers around them - taking pictures, dreaming, awe struck.

But this show is more than just the cars. The comments we hear from so many are about what a tradition this is for them. People who used to come with their dads now come with their kids or their grandkids. Exhibitors whose families come out to spend the day before they all head out to a Father's Day celebration. This show is a time-honored tradition for many. It's great to be a part of that.

Following close on the heels of that success was another tradition - the annual picnic. A relaxing few hours spent in the forest preserve with family and friends and lots of good food. What could be better? It's like a family reunion - a car family. The ones not there are always missed, and the newcomers are always welcomed. This year was no different. There was a great turnout, the weather was again perfect, and about ten people drove their vintage autos to the park, providing a nice little car show! Of course other people enjoying the park took advantage of the opportunity to view these cars up close. No doubt a surprising, fun addition to their Sunday afternoon, just as it was for all of us who were able to be there.

How are you spending the rest of your summer? What's next on your auto agenda? More fun I hope! Whatever it is, enjoy!

Maureen

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

How to Join the Classic Car Club of America (CCCA)

It's easy to join! Either call and ask for a membership application, or just click on the link and join online! We are the Greater Illinois Region. We'd love to have you as a member.

<https://www.classiccarclub.org/join>

Classic Car Club of America
3501 Algonquin Rd.
Suite 300
Rolling Meadows, IL 60008

847-390-0443

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.

Oakbrook 2023 Exhibitors

Lee Abrahams: 1954 Kaiser Darrin
 Lance Basiorka: 1957 Buick Roadmaster
 Terry & Chloe Berg: 1956 Imperial Southampton 2 Door Hardtop
 Ted Borman: 1957 Chevrolet Roadster, 1965 Chevrolet Convertible
 Robert Borman: 1953 Kaiser
 Philip Brown: 1992 Acura NSX Coupe
 Joe Cantore: 1974 Lincoln Continental IV
 Nick & Terrie Carso: 1995 Ferrari 348 Convertible
 Steve Davajon: 1963 Ford Thunderbird Convertible
 Anthony J DiTusa: 1959 Cadillac Series 62 4 Door Sedan, 1963 Chevrolet Corvette Split Window Coupe
 Richard Dreihaus Automobile Collection: 1933 Pierce Arrow Silver Arrow Concept Car
 Kurt Duesterhoeft: 1917 Ford Model T Speedster
 Bruce Eiseman: 1932 Buick 57 S 4 Door Sedan
 Terry & Elliot Ek: 1973 Pontiac Grand AM 2 Dr Colonnade
 Diane Fitzgerald: 1959 Metropolitan Checker Taxi
 Terri Gardner: 2016 Rezvani Beast Roadster
 Vince Garcia: 1965 Ford F100 Pick Up
 Humberto & Bebe Garcia: 1979 Lincoln Mark V Coupe
 Gary Gerstner: 1967 Chevrolet SS 427 Chevelle 2Dr HT
 James Glowa: 1989 Bentley Eight Saloon
 Nick Guisto: 1964 Shelby Cobra 289 FIA USRRC Replica Roadster
 George Hansen: 1960 Ford Thunderbird Convertible
 James Harland: 1965 Pontiac Grand Prix Sports Coupe
 Douglas Harland: 1960 Chevrolet Impala Sport Sedan
 James Hruska: 1966 Lincoln Continental 4 door sedan
 Patrick Hund: 1954 Jaguar XK 120 Fixed Head Coupe
 Raymond Jackson: 1935 Chrysler Airflow C-1 4 Door
 Wayne Jorgensen: 1915 Ford Model T Runabout
 Kurt Karlson: 1966 Superformance MK II Coupe, 1989 Ferrari 328 GTS Coupe, 1964 Lincoln Continental Convertible, 1994 Lamborghini Diablo VT Coupe, 1965 Superformance 427 SC Cobra Roadster
 John & Kristin Kennedy: 1930 Cord L-29 Brooks Stevens Speedster
 Dave Kirkel: 1968 Mercury Park Lane Convertible
 Terry Kiwala: 1983 Mercedes Benz 300 D Sedan
 Gary Klecka: 1949 Buick Super Sedanet 2 door Fastback
 Jim, Linda & Marge Kleinschmidt: 1938 Cadillac Fleetwood Coupe
 Ralph Kooy: 1932 Chevrolet Confederate Deluxe Roadster
 Alexander Krickhaar: 1961 Cadillac Series 62 Convertible
 Al Legg: 1934 Packard V12 5 Door Sedan
 Pete Niles: 1957 Ford Fairlane Retractable

Jim & Lucille Manak: 1929 Hupmobile Century Six Sedan
 Robert Marshal: 2022 Ford Shelby GT 500 CFTP
 John McNabola: 1957 Cadillac Series 62 convertible
 Ken McGinnis: 1961 VW Beetle 2 Dr Coupe
 Ken Muellner: Pierce Arrow 1236 Enclosed Drive Limo
 Frank Oles: 1957 Citroen Traction Avant (Barker Body 1 of 1), 1957 Mercedes Benz 190 SL Convertible
 Mathew & Laverne Pater: 1936 Ford 5 Window Coupe Deluxe Roadster
 The PavLak Family: 1934 Packard 1104 Coupe/Roadster, 1955 Ford Thunderbird Roadster
 David Phillips: 1932 Packard 900 Convertible Sport Coupe
 Bob Radzak: 1968 Lincoln Continental 4 Dr Sedan
 Burt Richmond: 1959 Metropolitan Checker Taxi 2 Dr
 Russ Rodriguez: 1938 Packard Super 8 Limo
 Carl Rossi: 1968 Buick Electra Convertible, 1976 Cadillac Eldorado Convertible, 1985 Rolls Royce Corniche Convertible, 1960 Chevrolet Impala Bubble Top, 1968 Buick Electra 225 Convertible, 1983 Excalibur Phaeton Convertible
 Mathew Runowski: 1995 Nissan Gloria Sedan
 Jenn Lambert Saxton: 1908 Lambert Roadster
 Patrick Scoleri: 1968 Ford Mustang Coupe
 Robert Sejnost: 1977 Chrysler New Yorker Brougham
 John J. Slaterry II: 1950 Plymouth Special Deluxe 4 door
 Mark Smith: 1930 Packard Roadster
 Dennis Sobieski: 1930 Cadillac V16 Phaeton
 Richard Sperling: 1965 Pontiac Grand Prix 2 Door Hardtop
 Bob & Bonnie Starzyk: 1967 Buick GS 400 Convertible
 Trent Stahnke: 1936 Ford Club Cabriolet 2 Door
 Don Stevens: 1947 Cadillac 6267 Convertible Coupe
 Allen Strong: 1918 Pierce Arrow Model 48 Dual Valve 7 Passenger
 Dave Szumowshi: 1927 Ford Race Car
 William Tan: 1973 Toyota FJ 40 4x4 SUV
 Dennis Terdy: 1946 Crosley Pick Up Prototype
 William Teeple: 1954 Packard 2 Dr convertible
 James Tharp: 1933 Packard 12 1005 DC Phaeton
 Mary Ellen Thielemann: 1987 Porsche 930 Turbo Coupe
 Graham Thompson: 1962 Chevrolet Corvette Roadster
 Frank Troost: 1957 Ford Thunderbird 2 Door Convertible, 2004 Ford Thunderbird 2 Door Convertible, 2023 Vanderhall New Yorker Convertible
 Pete Todo: 1930 Cadillac V16 Roadster Convertible
 Nicholas Tyszkowski: 1963 Porsche 356
 Edmund Villwock: 1964 Chrysler New Yorker Salon 4 door Hardtop
 Greg Widaman: 1957 Buick Century 2 door Coupe
 John Werkmeister: 1929 Ford Model A

Oakbrook 2023

photos by Gary Gerstner and M. Blevins

Oakbrook 2023 is on the record! What a grand day it was. Thank you to all our exhibitors!

We had Classics!



1933 Packard 12 DC Phaeton: Jim Tharp



1934 Packard V12 Sedan: Al Legg



1932 Packard 900 Convertible Sport Coupe: David Phillips



1938 Packard Super 8 Limousine: Russ Rodriguez



1930 Packard Roadster: Mark Smith



1930 Cadillac V16 Roadster: Dennis Sobieski

Oakbrook 2023



1933 Pierce Arrow Silver Arrow Concept Car:
Richard Dreihaus Collection



1933 Pierce Arrow: Ken Muellner



1930 Cord Brooks Stevens Speedster:
John & Kristin Kennedy



1938 Cadillac Fleetwood Coupe:
Marge, Jim & Linda Kleinschmidt



1935 Chrysler Airflow: Ray Jackson



1918 Pierce Arrow Dual Valve: Allen & Nancy Strong

Thank you to everyone whose commitment to the show made it possible!

On-site show coordinators. John Rock and John McNabola
Registration Desk: Jamie Smith and Mary Ellen Thielemann
Gate 1: Kurt Karlson, Frank Oles, Gary Gerstner, Connor Harrington

Gate 2: Dennis Sobieski, John Barrett, Dan Sobczyk

Gate 3: Mark Smith, Al Legg, Bruce Eisman

Gate 4: Bob Starzyk, Doug Harland, James Harland
Gate 5: John Brayton, Jim Kleinschmidt, Gary Klecka, Ken McGinnis

And last, but certainly NOT least, kudos and many thanks go to Russ Rodriguez, whose countless hours throughout the year - recruiting these cars, encouraging them to come, and handling the minutia of insurance, registrations, the band, and negotiations with the mall, make it at all possible.

We had T-Birds(nc)!

Including two from Troost - a 2004, and this 1957 2-door convertible



1955 Ford Thunderbird: Pavlak Family



George Hansen brought a 1960 Thunderbird and enjoyed spending some quality Fathers Day time with his daughter Lauren, son-in-law Ryan, and grandson Chris.



Hi Russ, thanks for inviting me to the show again. Such a great turn out of special cars! The staff was very helpful too. It's definitely one of the more unique shows in the region.

Thanks again, - Terri Gardner, Beast 2016



The information booth has become a vital component to the show. This year Hagerty rep Russ Gruber spent the day with us. Russ and John McNabola answer some questions for Gary Klecka, John Rock and Mary Ellen Thielemann take a break to say hi to Dan McCarthy who stopped by, and Charles Falk gets things in order for Russ. Also spending time at the booth, but not pictured, were Jamie Smith and Maureen Blevins.



We had the unusual, the fun, and the one-of-a-kind!

Anthony and Rosemary have his 1959 Cadillac packed and ready to hit the road. Accessories are ALWAYS a fun touch! It looks like somebody is already pretty well-traveled, judging by all the decals.



Butch Rosland, Anthony DiTusa, Rosemary Accardo, Mary Lee Rosland.



1959 2 door Metropolitan Checker Taxi: Burt Richmond

I just wanted to take a moment to express my gratitude for the event on Sunday. I attended with my friend Ben and he and I had a blast. I wasn't expecting to spend 6 hours at the show, but I just couldn't leave. The automobiles on display were so fantastic. From the most elegant Packard and Cadillac to the '61 VW Beetle, Ben and I spent time admiring, chatting and photographing that fantastic variety and car! Big thank you to all that helped make this happen. Best regards,
- Mike Tucker

Hi Russ,

Just wanted to say the car show was really a great time with lots of people, a very successful event, thanks for the invite, hope to participate again next year.

- Phil Brown. '71 VW Beetle



Russ,

Thank you for inviting me to the Oakbrook Car Show. My family and I had a wonderful time exploring all the cars, talking with fellow car lovers, and just relaxing and enjoying the day! The spot you had picked out for my car was awesome! We had a great day and just wanted to let you know the event was spectacular.

Thanks again,

- Pete Niles, 1957 Ford Fairlane



1927 Ford Race Car: Dave Szamowski

Russ, Just a small thank you for including my '46 Crosley Pickup in the Oak Brook Fathers' Day event. It continues to be the highlight of my car show life. There were 100's passing by and commenting on this strange vehicle that I now own....

Great Show!

- Dennis Terdy, '46 Crosley Pickup



And we had People!



Mark Smith guarantees he has shade.



John Barrett



Bibiana, Mel, Humberto and Fernanda Garcia



Jen Lambert
with daughters
Evelyn and Eden



Dave Phillips and Stephen Murphy keep an
eye on their cars in comfort, while they enjoy
a chat



Jen Lambert gets the 1908 Lambert off, and back on the trailer



Don Stevens enjoys a spot
in the shade behind his 1953
Buick Skylark



Jim and Joanne Tharp



This show is a Pater Family tradition. It's so good to see
them bring their 1936 Ford 5 window coupe out on father's
day!



Carl Rossi



Gary Gerstner takes a break
from shooting pictures



This show brings out all sorts of admirers. These two are stopping to check out Ed Villwock's 1964 Chrysler New Yorker.



1913 Ford Model T Speedster: Kurt Duesterhoeft

Paul Safransky and Wayne Jorgensen enjoy relaxing and showing off their 1945 Ford Model T.



1994 Lamborghini Diablo VT coupe: Kurt Karlson

Russ,

Once again I want to thank you for all you do to get this show up and running every year!! We had a great time!! The weather was perfect, it was a nice crowd, and the participants were happy!! We only had 3 generations of Karlson's this year because my dad was not able to make it. Maybe next year. Thanks again!!

- Kurt A. Karlson



1954 Jaguar XK120 Fixed Head Coupe: Patrick Hund



Fall Tour

Hello all, I'm happy to announce that The Packard Club has agreed to include GIRCCCA on their fall tour this September. This is an excellent opportunity to enhance an experience by increasing the numbers and not conflicting with other clubs events.

~Russ

We have reserved a block of rooms at Eagle Ridge Resort & Spa.
444 Eagle Ridge Drive, Galena, IL 61036
Please call Reservations: 800-892-2269
Identify you are with the "Packards of Chicagoland" Fall Tour
Reservation ID#69966L
There are room choices and group rates available.



Inclusive Luncheon Menu & Women of Courage and Commitment Performance

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Chicken Kiev

Garlic, Parsley and Creamy Butter, wrapped in a tender boneless, skinless Breast of Chicken, then breaded and baked, and topped with a Chicken Supreme Sauce, served with Mashed Potatoes and a Vegetable Medley

Roast Loin of Pork

*Iowa Pork, Seasoned with Fresh Herbs and Pan Roasted with an Onion Pan Gravy.
Served with Sage Dressing and Whipped Potatoes and Gravy.*

Pasta Desoto

Rotini Pasta tossed with Sautéed Chicken, Asparagus, Mushrooms, Onions, and Sun Dried Tomatoes in a Creamy Alfredo Sauce.

Vegetarian Option (Can be served without Chicken)

Dessert

Double Chocolate Layer Cake

Beverage

Coffee ~ Tea ~ Soft Drink

Kids Menu on Request

**If you have any questions, please call 708-574-7927
or email: mlsoldato@gmail.com**

**Try and get your hotel reservations asap and
your tour rsvp in by the end of August.**



Since the 1961 Civil War Centennial, a group of Galenians have donned period uniforms, boots and sabers to commemorate the city's generals.



**Galena History
Museum**

**Belvidere Mansion
& Gardens**



Blacksmith Shop





Packards of Chicagoland Fall Tour 2023



Name: Last _____ First _____

Spouse _____ Guest _____

Guest _____ Guest _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

1. Eagle Ridge Ballroom: 9/17 6:00 - 7:30 pm Performance by The Galena Generals
Welcome Reception: # of people _____ x \$40 _____
2. Eagle Ridge Ballroom: 9/18 7:30 - 9 am
Continental Breakfast: #of people _____ x \$20 _____
3. Blacksmith Shop Tour: #of people _____ x \$5 _____
Monday 9/18 10 am)approximately 2 hours with cars
4. DeSoto House Luncheon: #of people _____ x \$32 _____
Monday 9/18 Noon Performance by Women of Courage and Commitment
PLEASE CHOOSE: Chicken # _____ Pork # _____ Pasta# _____
5. Historical Museum Tour: #of people _____ x \$10 _____
Tuesday 9/19 Group#1 Group#2 Group#3 (16 per group)
6. Belvedere Mansion and Gardens Tour: #of people _____ x \$10 _____
Tuesday 9/19 Group#1 Group#2 Group#3 (16 per group) (We will have reserved parking lot)

TOTAL DUE \$ _____

ALL GROUP TIMES WILL BE DETERMINED BY # OF PARTICIPANTS

PLEASE MAKE CHECK PAYABLE TO POC

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Introducing...

Nancy Strong



photo by G Gerstner

Nancy Strong always dresses for the occasion. Here she is wearing a 100 year old linen outfit with gorgeous cutwork. Her parasol, with the soutache braid embellishment is a vintage piece from the 20s. Both of these items were found at different times at the Hershey Swap Meet, where she has picked up a good number of vintage pieces to add to her ever-growing collection of dresses, hats, and accessories, which take up two rooms in their home. She estimates she has around 200 hats, ranging from early 1900 to the 70s. The one she's wearing here, although not new, is a recreation of a French Riding Hat, by the British millinery company Elsie Massey.

The dress, made for a wealthy woman, had never been worn. Sometimes the clothes are not in the best condition, but she knows how to clean them (boil in water and Cascade). Although Nancy is a size 4, she says many women were so tiny back then, she often has to have them altered to fit her. (Thankfully, she's never considered wearing a vintage corset to make them fit.)



photo by M Blevins

Being driven home (or at least out to the trailer) in style by Allen, in their 1918 Pierce Arrow series 48 dual valve 7 passenger with add on brass trim.



The beaded purse, with its Peacock motif is also part of her collection of vintage clothing. It was given to her by a friend.



Close up of detail from the back of the duster

The Strongs will be heading to Pebble Beach shortly, with their all original Packard twin six, but she still hasn't decided on what outfits to take. Seven days means seven outfits - and seven different hats.

Their upcoming shows also include Hershey and Hilton Head. That's a lot of hats to pack.



1936 Packard 12 1407 Formal 4 door Sedan
V-12 473 cubic inches 175 hp

Owner: Bob LaSpina



Bob served as the cook a few times at our combined GIRCCCA/POC picnic

Bob behind the wheel of his newly painted Packard, on exhibit at a local car show. Here you can see the blue, the true color of the car.

Bob purchased this car in December of 2001 from Tom Crook, in Washington State.

At the time of purchase, the car was in near original condition, but Bob decided to have the car redone. The original black paint was replaced with a deep blue, and the tan interior replaced with a gray broadcloth.

The pictures on this page show the luxurious rear passenger compartment.

The gray upholstery is enhanced with a pleated center design and contrasting cording. There is an ash tray on each side, as well as lighting, and footrests are covered in the same plush carpeting as the floor.

The glass partition between the front and rear compartments can be raised for privacy by a handle revealed by raising the upper panel on the back of the seat. The two lower panels on the back of the seat also open. One conceals a fold out jump seat, the other reveals a space intended for a ladies vanity.



The exterior work was done by Gene Marocco of Machesney Park, IL, the upholstery and the new padded leather top were done by Beil's on Clark Street in Chicago. The rechrome was done by a firm in Des Moines, Iowa. The restoration was an ongoing project that lasted roughly five years.

This was originally a California car, and as such, has no heater, as was common for West Coast cars. There were not more than 50 of these produced. The original owner was Thomas Work, a bank owner in Monterey, California who eventually sold it to Mr. Alton Walker, the founder of the concours at Pebble Beach. The car changed hands several times in California, until a Daniel Murphy sold it to a bartender, after which time the car was not tracked. It eventually ended up with Mr. Crook in Seattle, which is where LaSpina found and purchased it.



The front compartment also features a bench seat with the same contrasting design (above) and a contrasting vertical design is echoed on the doors.



LaSpina attributes his love of big luxury cars to his ownership of a 1940 Packard V6 110 in the late 1960s. Other cars he has owned include a 1938 Packard 1605, and a 1934 Packard Super 8 4 door sedan.

He owned the '38 for a very short time. It was destroyed in transit on the way to Illinois from California after purchase. He's not sure exactly what happened, but the transport driver ended up flipping the transport vehicle, with the '38 Packard on board. It was virtually crushed. At first there were hopes it might be salvagable, but no one who looked at it considered it possible and the car was totaled.

Some guy named Paul TerHorst bought it, having hopes that it could be restored, but he too found it impossible and ended up selling off the parts, including the engine, which ended up going back to California.

Director's Note: "Bob has decided it's time to find a new caretaker for this fine automobile as driving it is part of enjoying it."

Car photos provided courtesy Volocars.com





A section of fender is showing in this photo of the engine, where you can see the actual blue color.



Below: the date code on the engine



Concours d'Elegance at Copshaholm

2023 Concours at Copshaholm Wrap Up

by Andrew Beckman, Studebaker National Museum Archivist

The Studebaker National Museum hosted the fifth annual Concours d'Elegance at Copshaholm, co-presented by LaVine Restorations & The JBS Collection, on Saturday, July 8, 2023, in South Bend, Indiana. This year's featured marques were Jaguar and Oldsmobile and the Concours celebrated the Corvette's 70th anniversary. Additional classes included twelve- and sixteen-cylinder automobiles, Indianapolis-built Full Classic® automobiles, American station wagons, pickup trucks, and the Centennial Club, a class for pre-1923 automobiles. Also highlighted were 1933-1942 "affordable" automobiles, and Studebakers of the Raymond Loewy era.

Concours morning brought steady rains but the promise of clearing skies and an extended load-in period yielded a near-capacity show field. Chief Judge Matt Short and his team took the show field at 10:00 a.m. just as the sun began poking through. By noon it was a beautiful day with mild temperatures on the grounds and gardens of Copshaholm, the exquisite Oliver family mansion, a picture-perfect setting for a gathering of outstanding automobiles.

The 2023 Concours d'Elegance at Copshaholm welcomed renowned automotive author and historian Ken Gross as a special guest. Mr. Gross presented a riveting program on automotive design in the 1920s-1940s and also served as a Concours judge. In addition to his class judging assignments, Mr. Gross also selected and presented the "Ken Gross Digs This Car" award, which went to a 1939 Studebaker Coupe Express owned by Bill Parfet.

Other special guests included Women In Motorsports Executive Director Cindy Sisson, who hosted a screening of "Paula Murphy: Undaunted" a documentary on pioneering race car driver Paula Murphy that recently aired on Fox Sports and at selected museums and automotive history venues nationwide. Brian Baker, Curator of the National Corvette Museum in Bowling Green, Kentucky was also on hand and presented, "70 Years of America's Sports Car," to commemorate the Corvette's 70th birthday. Mr. Baker was also tapped for judging duties, and, coincidentally, was assigned to the Corvette class.

The Pass-In-Review and Awards Ceremony

kicked off at 2:30 p.m. by hosts Bill Rothermel and Matt Anderson. After welcoming remarks from Chief Judge Matt Short and the introduction of fellow judges, the parade of award winners began until the final trophy was presented to the Best of Show, a 1930 Cadillac V16 Madame X Coupe (Fleetwood) exhibited by Allan and Nancy Strong, at just after 4:00 p.m.

Be sure to mark your calendars for Saturday, July 13, 2024, for the sixth annual Concours d'Elegance at Copshaholm. Chrysler's centennial will be celebrated with a special class of Chrysler-branded automobiles and the Mustang's 60th anniversary will also be honored with a class (herd?) of Mustangs. Other featured marques for 2024 include DeSoto and MG.

Additional 2024 Class highlights include:

- Powered by America, a class for European-built exotics originally equipped with American powerplants
- Flathead Fords, an open class for flathead Ford V8 powered automobiles
- Ultimate Luxury, an open class for Closed-body Full Classics®
- The Centennial Club, an open class for all automobiles built in 1924 or prior
- Love that Lark! All 1959-1966 Studebaker Larks and Lark-type automobiles
- Disco Decade Rides, an open class for automobiles built 1970-1979
- Competition Classics: The Pre-war Era, pre-WWII vintage racing cars



Winner of the "Ken Gross Digs This Car" award - a 1939 Studebaker Coupe Express owned by Bill Parfet.

Concours d'Elegance at Copshaholm

GIRCCCA members continue to rack up awards wherever they go. Congratulations to all the 2023 Copshaholm award winners and most especially to our own.

Well done!



PRESIDENT'S CHOICE

1908 REO, Model A

Russ Rodriguez and Mary Ellen Thielemann

BEST OF SHOW
1930 Cadillac Madam X Coupe
(Fleetwood)
Allen and Nancy Strong
and
BEST IN CLASS
MULTI-CYLINDER MOTORING



MULTI-CYLINDER MOTORING

1931 Marmon Sixteen Convertible Sedan (LeBaron)
Chicago Vintage Motor Carriage



THE AMERICAN STATION WAGON

1931 Ford Model A
Timothy J. Wiggins

The Lambert^(nc) Automobile

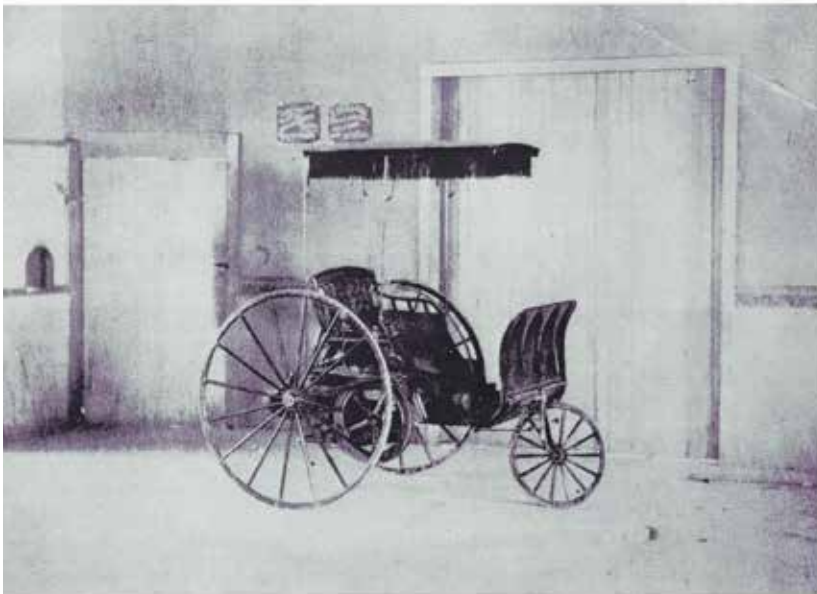
by M. Blevins
photos were provided

While we always have a good variety of distinctive cars at the Oakbrook show, this year we had something very special - a 1908 Lambert. Although the car is not a 'grand classic' it is a historical automobile with a very interesting history.

Jen Lambert brought her great great grandfather's car - the first time that she has ever put the car in a show.

John William Lambert was an American automobile manufacturer pioneer and inventor. He is the inventor of the first practical American gasoline automobile. Although that distinction is generally given to the Duryea brothers who first ran their engine powered carriage in 1893, no less an authority than the Smithsonian credits Lambert with that honor. There is a photo in the Smithsonian, along with a drawing and signed affidavits by people who had ridden in his 'buggy' in 1891, to prove it. Unfortunately, the vehicle itself was destroyed in a fire.

1891 LAMBERT A NEW CLAIM FOR AMERICA'S FIRST GASOLINE AUTOMOBILE



By L. Scott Bailey

Copyright 1960

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America's first gasoline automobile made in 1891 by John W. Lambert of Ohio City, Ohio. Photo with sworn statement by the photographer that he had ridden in it and photographed the car in August 1891 is on file at the Smithsonian Institution.
MOTOR—Single cylinder, 4 cycle, 1 1/4" bore, 4" stroke.
CRANKSHAFT—"Built up" type, malleable iron "checks", cold rolled steel bearing surfaces. Size 1 1/4" diameter.
CONNECTING RODS—Malleable iron with bush bearings.
TWO FORWARD SPEEDS—Obtained by two clutches on crankshaft, each carrying a different size sprocket.
FINAL DRIVE—Two chains, one for each speed, to rear axle differential.
DIFFERENTIAL—Same type as used today.
IGNITION—Make and break ignition.
CARBURETOR—Fajors type. This was one of earliest carburetor patents issued.
COOLING—Thermo syphon system. Tank capped with steam vent.
MAXIMUM SPEED—15 miles per hour.
WEIGHT—560 pounds.
PRICE—\$510.00. "All accessory groups extra."



So why is Lambert not always credited with being the first to manufacture an American car? Apparently he promised his friend Elwood P. Haynes, that Haynes could claim that distinction and he would not contest it. He never reneged on his word. Haynes's claim was eventually disproved and the credit went to the Duryeas.

John Lambert was the son of a carriage maker who envisioned creating a self-propelled vehicle that ran on gasoline. He eventually built it; a 3-wheel buggy with a surrey top. He advertised it, but had no buyers. Still, he continued to manufacture, and sell, his gasoline engine. That



John William Lambert

business was successful and a second plant was built in Anderson, Indiana, called the Buckeye Manufacturing Co. John Lambert moved from Ohio to Indiana to oversee the operation of the business.

By 1898, his engine was fitted to a four-wheel buggy and in 1902 the Union Automobile Co of Union City, IN began production. In 1904 Lambert built a second factory in Anderson. Union was closed a year later and the new Lambert car began to be built. In 1906 several different models were offered. Lambert Co made the bodies, while independent builders manufactured the engines of his design. Upholstery was high quality and 15 coats of paint finished off the body.

In 1914 another plant was opened in California. During WWI, the factories were converted to build military items.

At some point, she isn't quite sure when, Jen's grandfather, William B. Lambert acquired two of the cars. He had one painted red and one painted yellow, and gave one to each of his sons - Stephen and Billy. Her father, Stephen Lambert, titled his car in not only his name, but eventually in hers as well. She says he knew she would carry on the tradition of taking the car to the Lambert Days Festival in Ohio City, Ohio, a three day annual event that honors the life of John W. Lambert, automotive pioneer, and Jen's great great grandfather. "My granddad owned the yellow and the red Lamberts and now I am third generation to own the Red car. My kids will be 4th." In fact, her daughters, at ages 11 and 13, already know how to drive the car. She is proud of her heritage and says "I'm definitely carrying on that torch."

It's a four hour trip each way from her home in Illinois to Ohio City, Ohio. For bringing the Lambert to the parade she is rewarded with a chicken dinner. "And it's pretty good



Billy and Stephen Lambert at the Indiana State Museum display of their car.

chicken." Sometimes there has been another Lambert or two in the parade, but most often, hers is the only one. She believes there are 20 or 25 others out there somewhere.

One year, one of the engine covers flew off during the drive home from Ohio. The driver had to pull over and find it - in the dark. A restoration shop was recommended to her where she had it repaired and repainted. Other than that, there have only been a few small minor repairs to the car.

Her uncle Billy owned the yellow one, which now sits in the Indiana State Museum. The story goes that Billy's son took the car apart and it never ran after they put it back together. That's when he donated it to the museum. Although Jen tried to buy it back, the museum refused to let it go, saying "It's our pride and joy".

Her aunt Carol Jean Lambert (her dad's sister) wrote a book <https://caroljeanlambertbooks.com/brief-biography-of-john-william-lambert/> about the inventor of the car, John William Lambert. Jen has gleaned some family history from it but says she wished she had paid more attention when her dad and grandfather talked about the car. Her dad passed away last year, so there is no longer that opportunity.

Jen admits she didn't know how to drive the car



when she first acquired it, and had a mechanic teach her and the girls.

They do take the car out of the garage occasionally other than to the Ohio parade. Sometimes, in the summertime, if it starts, they like to take it for a drive for some ice cream.

"Lambert Days Parade was canceled last year (2022) at the last minute due to storms! But we (me, Evelyn and Eden) still drove the car down the Main Street before the rainstorms started!"



The sign on the post behind them proclaims the First successful automobile built here by John W. Lambert in 1891 and

SITE OF THE FIRST AUTOMOBILE WRECK

The wreck happened in 1891 in Ohio City, Ohio. John was operating his three-wheeled buggy when the front small wheel hit a protruding tree root. The vehicle jolted to the side of the road and hit a horses' hitching post.

Jennifer Lambert, Eden, and Evelyn



I'm sure there are people who can say they own a car that's been in the family for generations, but I doubt there are many that can say that their car was invented and built by their great great grandfather.

William Branson Lambert with two of his successful products



Model XL-500 LAMBERT lawnmower and 1908 LAMBERT car

One more from Oakbrook - Vanderhall^(nc) Venice GTS -



This unusual looking vehicle caught my eye at the Oakbrook Show and I needed to know more about it. The sign calls it an "autocycle" but what does that mean? Is it a car or is it a cycle?

According to the Vanderhall website, Vanderhall autocycles are three-wheeled motorcycles. It is not an automobile.

The National Highway Traffic Safety Administration classifies the vehicle as a three-wheel motorcycle at the federal level, which is why it does not have to comply with the same crash test standards as a normal car and also does not have to have airbags.

Air conditioning comes standard on the vehicle and a roof can be included. Seatbelts are provided on the car-like seats as an added safety measure. Helmets are not required because of the body style, and roll bars that protect the riders' heads. Additionally, the wheel configuration - two wheels in front and one in back - is a stability feature that increases safety

out on the road. Classified as a motorcycle, it rides more like a car with the two wheels in front and one in the back configuration. This format is what distinguishes it from other three wheel trikes.

Vanderhall Motor Works is an American manufacturer based in Provo, Utah, manufacturing hand-made three-wheeled autocycles designed for sports driving, touring, commuting and city driving.

Since the show, I've actually seen a couple of these out on the road. So now I know.

2023 VANDERHALL VENICE GTS

MADE BY VANDERHALL MOTOR WORKS OF PROVO UTAH

1.5 LITER GENERAL MOTORS 4 CYLINDER
TURBO CHARGED ENGINE PRODUCING 194 H.P.
WEIGHT OF 1,460 POUNDS. 0 TO 60 IN 5
SECONDS. QUARTER MILE IN 15 SECONDS. TOP
SPEED OF 135 M.P.H

Features:

- Anti-lock brakes
- Bluetooth
- Heater
- Heated seats
- Officially classified as an "AUTOCYCLE"

OWNER FRANK TROOST

One Final Note on the Lambert

A direct descendant of John Lambert (and distant cousin to Jennifer) is actively lobbying to have John W. Lambert admitted into the Automotive Hall of Fame.

Deborah Johnson, PHD, MSW, LCSW, can be reached at drdebjohnson@gmail.com if you would like any additional information or would like to lend your support to the cause.

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THE FRICTION DRIVE CAR

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THE BUCKEYE MANUFACTURING CO., - ANDERSON, IND., U. S. A.

Annual Picnic

Photos by M Blevins and Gary Gerstner





Stephen & Sally Styers



Mary Lou Soldato



Gary & Sandra Gerstner



Connor Harrington

Chuck Derer

John McNabola

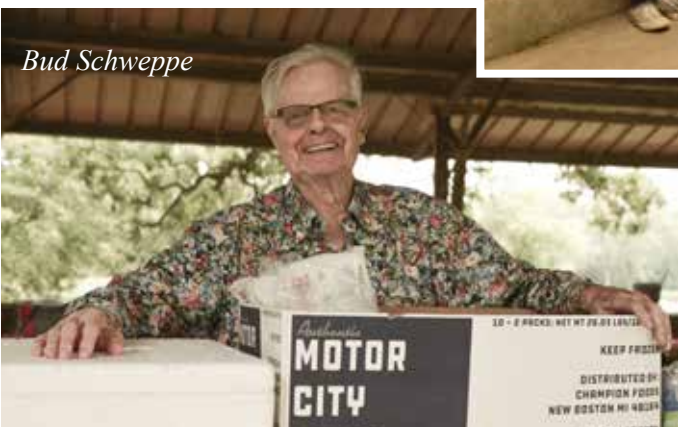
Nick Carso

Gus Levisay

Dennis Sobieski

John Barrett

Russ Rodriguez



Bud Schweppe



Sunshine





Sheila & Bob Joynt

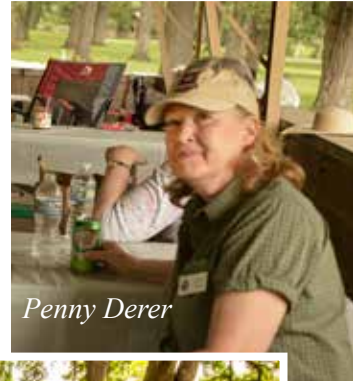


Mary Ellen Thielemann

Patt Barrett



Reuben Taylor



Penny Derer



Ray Bacci

Gail Bacci

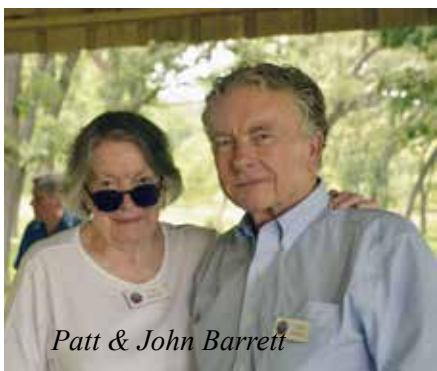


Mark Smith Tom Roche

Jamie Smith

Jean Roche





Columbus Grand Classic

Photos by Allen Strong

Over 40 Grand Classics were showcased at the Three Region Grand Classic car show. The show was an event of the Indiana, Michigan and Ohio Regions, hosted by the Indiana Region Classic Car Club on Saturday, July 20 at Mill Race Park in Columbus, IN. The three-day event attracted members of the CCCA from more than 10 states.

Allen Strong kindly provided us with a glimpse of the show with these photos. Their entry into this Grand Classic was the 1918 Pierce Arrow Model 48 Dual Valve that they brought to Oakbrook.



*1938 Lincoln LeBaron Custom Convertible Sedan
Charlie Mullens, Indianapolis*



*1938 Packard Convertible Sedan Super 8
Andy Wolfe, Indianapolis*



*1937 Packard 12 Coupe Roadster
Dave Kane, New Jersey*



1938 BMW 327



1932 Buick 90 Series Convertible Coupe



1929 Cadillac Dual Cowl Phaeton



*1934 Packard Super 8 Convertible Victoria
Dan O'Neil, Illinois*



*1931 Cadillac Sport Phaeton v8 one of our 100 pt cars
Dave Dano, Ohio*



*1926 Cunningham Dual Cowl Phaeton w/wire wheels
Bob Abbott, Illinois*



Stutz Special 1926 - all original



1928 Auburn Boattail Speedster - Dave Harding

2023 CCCA Museum Experience

by John Rock



providing information and history on each of the participating vehicles. The day wrapped up at the Catalyst Center in Kalamazoo with the CCCAM banquet.

For those that wanted to continue their weekend there was a tour opportunity to the “Irish Hills” of Michigan. One

This year’s Classic Car Club of America Museum Experience took place June 2nd-3rd and was held on the grounds of the Gilmore Museum in Hickory Corners, MI. For those that do not know, the Gilmore Museum is the home to many partner museums as well as the CCCA museum. While all CCCA Full Classics are welcomed, the theme for the 2023 event was “European Luxury”. There were 32 vehicles displayed at this year’s Experience.

Activities started Thursday afternoon with a tour of the new museum exhibit that featured 3 loaned Classics not seen before on the campus. The day concluded with an “English BBQ” and VIP gathering to hear the Kalamazoo Symphony Orchestra Quartet, taking us through the sounds of Europe’s famous classical music composers. Friday was show day and a better weather day could not have been ordered. The majority of the show field fell within the European Luxury theme (Rolls-Royce, BMW, MG and Jaguar) there was still American representation from Cadillac, Packard and Duesenberg. After judging, wine and chocolate tasting and lunch, Bob Joynt mc’d a fabulous awards parade where he wowed us with his extensive automobile knowledge

of the stops was at Ye Ole Carriage Shop, a collection of Michigan made cars as well as other eccentric memorabilia of the last 100 years.



1924 Rolls Royce Twenty
Owner: Gary Rock



1931 Rolls Royce Phantom II
Owner: John Rock





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