

The DASHBOARD

Spring 2018



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

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

**50TH ANNUAL FATHERS DAY
CLASSIC CAR SHOW**

1968 - 2018



**SUNDAY, JUNE 17, 2018
OAKBROOK CENTER**



Inside This Issue

Summer 2016

Letter from the Director	2
Upcoming Events	3
RPM Foundation	4-6
O'Flaherty Mercedes Collection	
Dublin Ireland	8-11
Economy Motor Car.....	13-15
Cover Car.....	16-19



Cover Car Year 192720-21

If You're Near

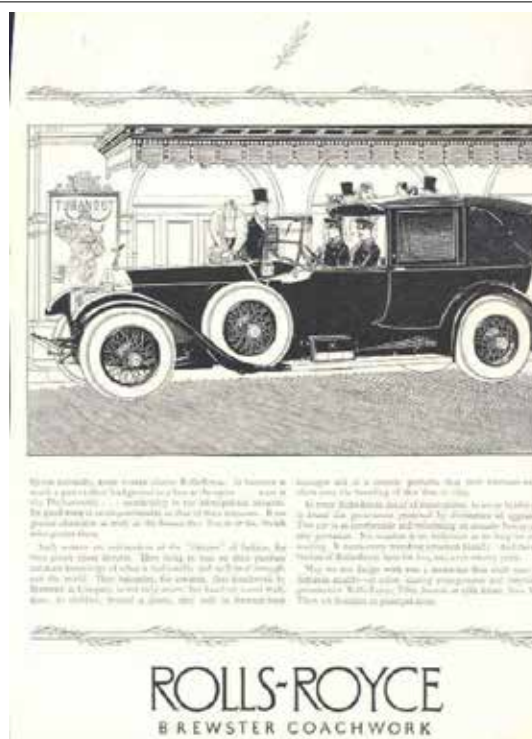
Petersen Auto Museum, Los Angeles, CA22-26

Chicago Auto Show28

List of Approved Classics31

From the Rumble Seat

Editor's Page

32


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LETTER from the DIRECTOR

Hello fellow members.

Welcome to the never ending winter of 2018. I would never have predicted that we would still be waiting for the last day of snow by now but hopefully by the time you're reading this it's passed us.

I'm looking forward to the remainder of our car season and plan on participating wherever possible. I can't emphasize enough how important it is to share with future generations our affinity to the Classic Cars we hold dear. Reading about them is not nearly as good as seeing them live and up close. As stewards of these cars we owe it to others to share them whenever possible.

As you may recall this year marks the 50th anniversary of our Father's Day Oak Brook Car Show. We have begun a campaign to try to register 50 certified Classic Cars for this year's show. If you haven't already done so, I urge you to complete your paperwork so we can plan to celebrate this milestone together.

There will be a few added surprises for this year's event including car badges and souvenir posters. I know you won't want to be left out.

I look forward to seeing each and every one of you this year and especially enjoy seeing your beautiful cars.



CORD'ially, *Russ*

IN MEMORIAM

Bert Eisenhower, Jr passed away on March 3, 2018 at the age 94. Bert was born in West Aurora. He attended Purdue University and was a member of the Navy, serving on the U.S.S. Kershaw as a Radio Technician. After leaving the Navy, Bert worked along with his father, the Chief Engineer for Colonel Fabyan at River Bank Labs. Bert loved cameras from an early age and purchased the Photo Shop in St. Charles after his career as a research engineer. Bert is survived by son Bert, daughter Pat, their spouses, four grandchildren and 19 great grandchildren. Preceded in death by his first wife Catherine, his second wife, Jane, and a brother. Bert Eisenhower was a one-time editor of The Dashboard.

At the Gilmore

For race fans in the Club who plan on going to the Museum Experience in June, the Gilmore Car Museum has announced a special exhibit honoring auto racing icon A.J. Foyt. "A.J. Foyt: A Legendary Exhibition" originally debuted at the Indianapolis Motor Speedway Museum last year and is now coming to the Gilmore.

The Gilmore Museum will feature West Michigan's connections to the race and the iconic driver. "We are proud to honor this incredible racing legend with ties to our local community," stated Christopher Shires, Executive Director of the Gilmore Car Museum, "with an exhibit celebrating one of the most diverse and successful careers in auto racing history." Starting in 1973, Foyt raced with Gilmore Racing, which was owned by a nephew of the Gilmore Museum founders Donald and Genevieve Gilmore. Jim Gilmore Jr. owned a chain of auto dealerships and operated the team that Foyt was a part of for 11 years. Jim Gilmore Enterprises sponsored the team in 1977 when Foyt became the first driver to ever win the Indianapolis 500 four times. Several of Foyt's race cars will be on display.

Gilmore sponsored his first Indy race team in 1967 with Gordon Johncock, from Hastings, MI behind the wheel. A 1968 Gerhardt-Offy driven by Johncock for the Gilmore Broadcasting Team will also be part of the exhibition.

Foyt, now 83 and retired from the cockpit, is still involved in the world of racing with A.J. Foyt Enterprises. Several of Foyt's 67 victories remain one of a kind.

The exhibit, which opened on April 14, will run through September.



Photo by Doctorindy via Wikipedia Commons

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Upcoming Events

May 12 - Lyons Twp Spring Auto Show - Lyons High School North, 100 South Brainard Ave, LaGrange, IL

May 20 - Cars & Cops - judged car show, with pre-war class. Collectors Car Garage, Chicago, IL. 10 am - 4 pm

June 3, 2018 - CCCA Museum Experience Hickory Corners, MI Featured Marques: Cadillac & LaSalle

June 2 - 5th Annual Glen Ellyn Vintage Car Fest
10:00 am - 3:00 pm. Historical Society, 800 N Main St

June 8 - 10 - Elegance at Hershey

June 17, 2018 - Annual Fathers Day Oakbrook Car Show - 50th Anniversary 10:am - 6:00 pm

July 8 - First St. Paul's 2nd Annual Collector Car Show - 11 am - 3 pm - 1301 N. LaSalle St., Chicago

July 19 (Thursday) - Palos Heights, IL - 5 - 9pm- Harlem Ave between 122nd and 125th

July 22 - GIRCCCA/ PCA picnic - Blackwell Forest Preserve - Warrenville - 3 pm

August 4 - 5 - Milwaukee Concours d'Elegance

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 - GIR Fall Tour - Save the Date!

Grand Classics

June 3 - Hickory Corners, MI National Grand Classic

August 6 - Wisconsin Region

September 5-8 - New England Region

September 14-16 - Indiana Region

November - Florida Region In conjunction with the Hilton Head Concours

CCCA member is protecting our passion by seeding the future.

All of us know a seasoned mechanic that we entrust to service our classic cars. These are the men and women whose “soft hands” move with familiarity and expertise over our prized possessions. Theirs is a knowledge accumulated over decades of practice, and mentorship handed-down from a previous generation of craftsmen.

We rely on these folks to restore and maintain our cherished classics so that we may continue to enjoy them and pass them down to the next generation of enthusiasts. However, each year there seems to be fewer and fewer of these artisans – and like our Packards and LaSalles, they just aren’t making any more of them.

Which is a situation that the RPM Foundation is determined to turn around. RPM stands for “Restoration, Preservation and Mentorship,” and began in 2005 to encourage vocational education and job placement in the classic automotive, motorcycle and marine restoration trades.

RPM President Diane Fitzgerald and her husband Burt Richmond are both avid car and motorcycle collectors and members of the Greater Illinois Region of the CCCA. Diane realized firsthand this skilled-trades attrition while investigating restoration shops for her own car. “It’s ironic that our classics have become more valuable, yet there are fewer craftsmen able to service them,” said Fitzgerald. “From an investment standpoint, that situation is untenable.”

RPM works closely with high schools, trade schools and colleges to provide scholarships and program grants towards restoration-trades curriculum. They also work directly with students to provide job coaching, resume preparation, and access to RPM’s partner network of employers in the classic car industry.



Restoration shops are also feeling the need for qualified employees, which results in longer wait times and higher shop rates for customers. To directly impact job placement within these shops, Fitzgerald began conducting

“Shop Hops,” which takes qualified students on site visits. “We coach students to put their best foot forward through professional appearance and business cards. Often, shop owners will conduct interviews on the spot, which have resulted in offers of internships and full-time employment,” said Fitzgerald.

The shop visits also introduce the students to the specific needs of customers. “By seeing how their vocational training is actually put to use in the shop environment, it gives the students a better idea of what’s expected of them and how they can better tune their skillset for employment,” said Fitzgerald.

Though RPM-sponsored schools handle the technical training, there are still intangible job skills that young professionals require to be successful. Resume preparation, interviewing techniques, and even professional appearance coaching are things RPM imparts to those students who wish to avail themselves of the foundation’s resources.

RPM’s network of educational institutions, restoration shops and students has grown exponentially. In the last two years alone, Diane and her team have traveled over 147,000 miles in their mission to expand the RPM web. Since 2005, RPM’s scholarships and grant programs have delivered more than \$3 million dollars, benefiting over 25,000 people in twenty-nine states and three Canadian provinces.

RPM’s mission can’t be accomplished alone, and relies upon the coordinated efforts of its volunteer ambassadors and passionate donors to achieve its goals. Former Indy Car racer and author Lyn St. James has lent her support to the cause, as has current NASA astronaut Drew Feustel. Both act as celebrity ambassadors and advisors to the foundation.

The crucial link are the passionate teachers and shop instructors who spot the talented young people with “heritage in their hearts” and direct them to RPM and their sponsored programs. These are the men and women who recognize the value of the skilled trades and are restoring respect and dignity to those young professionals who choose careers that work with their hands.

Diane Fitzgerald has used her love of the hobby to seed the future of classic car craftsmen through the RPM Foundation. “Sharing my passion with young people and helping them with their career goals has been the reward of a lifetime,” said Fitzgerald. #

Diane Fitzgerald is the President of RPM Foundation – Restoration. Preservation. Mentorship. Prior to this, she was director of National Club Auto, expanding the reach of LeMay – America’s Car Museum beyond the museum’s campus in Tacoma, WA with programs, events and activities. She is an avid microcar and motorcycle enthusiast and has traveled the world by four- and two-wheels. Diane was a teacher for 17 years as well as the founding executive director in 1986 of a not-for-profit in Chicago which thrives today. Diane and her husband, Burt Richmond, are major donors of ACM and RPM, restore historic buildings, and collect and vintage motorcycles & scooters. Restoration is part of their collecting. Driving them is, too!

The mission continues: RPM relies on the generosity of collectors and the enthusiast community to do what they do. The RPM Foundation is the non-profit educational entity of America's Automotive Trust, which, along with its partners the LeMay- America's Car Museum, Club Auto and the Concours Club, work for the advocacy, preservation and enjoyment of classic vehicles.

For more information on RPM, to learn how you can get involved, or make a donation contact Diane Fitzgerald, President diane@rpm.foundation 312-543-5732 www.RPM.Foundation



William Hall is a writer, car collector, and classic car industry analyst based in Elkhart Lake, WI. He is the Midwest Editor for ClassicCars.com, a frequent contributor to Hemmings Motor News, and a Steering Committee member for America's Automotive Trust

Q & A with Diane Fitzgerald

There has been much discussion recently about how to not only preserve our Classic Car heritage, but how to ignite the passion for doing so into a new generation. I welcomed the opportunity to talk to Diane Fitzgerald on this subject near and dear to our hearts and how RPM is leading the charge to accomplish just that. -Maureen Blevins

Diane: Thanks for having a story about RPM in the Dashboard!

MB: How did putting something like this together actually come about?

Diane: RPM Foundation wanted more direct contact with students - students with "Heritage in their hearts" and the next generation of Craftsmen and Artisans who would restore and preserve Classic cars. So we created programs and services where automotive students could meet their future customers and see how they use their Classic cars...which is key to understanding the industry and the opportunities of the industry.

MB: What was the first outing you took a group of 'kids' on?

Diane: First of all, we call all of these trips/outings "Programs" because they are based on "replacing those lost hours" and curriculum and not merely exposing young people to the car culture. Our first program in modern times was in January, 2015 - a "Concours experience" at the Arizona Concours with 50 students from the Phoenix/Scottsdale/Mesa area.

MB: What was the most recent?

Diane: In February of this year we hosted "Shop Hop MIRPA" in the Chicagoland area.

MB: What's planned next?

Diane: "Shop Hop NASA." NASA Astronaut and RPM Ambassador Drew Feustel, took off from Baikonur, Kazakhstan on Wednesday, March 21st for the International Space Station, where he will be for six months, until October. On Thursday, May 3rd, RPM students, teachers, and shops will convene at NASA to connect with Drew and his crew via live feed from the space station. At Mission Control in Houston we have a tour, the video conference, and then Keels & Wheels awaits us that week.

MB: Wow! What a fabulous opportunity. I wouldn't mind going on that one myself. How do you go about getting young people to sign up for your programs?

Diane: RPM finds the above-and-beyond the call of duty teachers to get to the students with "Heritage in their hearts" - the students we know will be the next generation of craftsmen and artisans who will be the stewards of our classic cars and our automotive heritage.

MB: Do you work primarily with schools in the Tacoma area or do you pull interested kids from other parts of the country?

Diane: We are all over the map! RPM was founded as the Collectors Foundation in 2005 and we've since funded more than \$3 million for auto/motorcycle/marine restoration and Preservation for preservation students, programs, and projects.

A Little More on RPM -

"Restoration, Preservation and Mentorship"

WHAT WE DO

Preserve and promote the restoration and preservation of America's automotive, motorcycle and marine treasures by cultivating a new generation of skilled craftsmen and artisans. • Promote the importance of the skilled trades and career opportunities within the industry. • Create opportunities for young people to learn from professional educators, master craftsmen and industry leaders. • Develop partnerships with a wide-spectrum of the collector hobby and industry, including shows, races, driving rallies, clubs and businesses to promote the education of necessary skills to secure America's heritage and culture.

WHAT DRIVES US

1. YOUNG PEOPLE – That every young car enthusiast who loves collector cars, motorcycles and boats learns that there are viable career opportunities in North America focused on the collector vehicle industry, including restoration. By way

of high school and post-secondary educational programs, they are able to take advantage of them;

2. VEHICLES – That the craftsmanship, skills, knowledge, tools, processes and techniques survive and thrive for generations to come by filling the educational pipeline with the next generation of craftsmen and artisans;

3. IMPACT – That the collector vehicle industry, including schools, is organized and centralized with the help of RPM Foundation, providing information, services and a strong network.

Get Involved

6th Annual LTCC Spring Auto Show @North Campus:

A Fundraising Event for the Automotive Program at
Lyons Township High School

Saturday, May. 12, 2018 Food, Awards

\$10 to Register your car

Participant Load-In 9am

General Public 10:00am - 3:00pm

Contact Details: Jordan Engelhardt, automotive instructor
847-274-7744

Online Registration: www.lths.net/AutoShow

Drew Feustel, RPM Ambassador

Drew Feustel was born in Pennsylvania, grew up in Michigan, attended Purdue University in Indiana, Queen's University in Ontario, Canada, calls Houston, Texas home and for the next six months will be living in outer space on the International Space Station.

As a teen, Drew wanted to be an automotive designer and still sometimes makes sketches of his designs. He restored a Mustang of his own and worked for a time in a shop restoring '50's Jaguars. His early interest in car collecting was in muscle cars, but he also acquired a Volkswagen fastback. His interests later shifted to BMW's, and his current personal restoration project is a 1970 Mercedes(nc), one of several vintage vehicles that he can't bring himself to part with.

In some respects it seems odd that a man with such a futuristic line of work - traveling in space - would have such a fondness for things of the past. But he does, realizing that cars, and antiques in general represent our history. Feustel also recognizes that a lot of people still enjoy working with their hands. Car design, engineering, and auto repair still provide outlets for those people.

In community college, Feustel studied what interested him, including geology. Eventually he says, he had to choose between automotive design and science. Science won out but he readily admits his other interests have all served him well. Such as when he was on a team that refurbished the Hubble Space Telescope, overcoming frozen bolts, stripped screws and stuck handrails. While out in space.

Just like working on a car, right?



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Learning the Manual Transmission

Getting the younger generation - especially new drivers - to learn about these older cars is a real issue when it comes to getting them excited and involved in the Classic Car hobby. Particularly when it comes time to sell those cars.

Few new cars are stick shift and most young and new drivers aren't even aware it exists nor what to do to learn how to drive one. With the manual transmission becoming less common as time goes on, there are fewer opportunities to learn how to use it and subsequently order a car with one. In response to this, Honda recently hosted an experience in the Los Angeles area called "Shifting Gears." There, Honda brought out a bunch of its own manual-equipped cars to teach people how to use a manual transmission.

Honda(nc) had some cool cars available. In addition to new cars the company also brought out some older models such as an early Civic CVCC, a Prelude Type SH, and the hardcore S2000 CR. The event included low-speed areas to teach those with little to no experience how to handle a manual, and those with more experience could drive the cars on the Angeles Crest Highway.

This is very similar to Hagerty Insurance Company's "Driving Experience" programs that they have been running

across the country for the past few years. And in fact, The GIR co-hosted one of these events in August of 2016.

At the Hagerty events, local classic car owners teach young drivers how to drive stick on their very own classics, and on a couple of older cars that Hagerty provides. Despite the many inexperienced drivers circulating through the cars there has been nary a smoked clutch or a damaged transmission.

It's great to see these companies helping to pass down the skill.

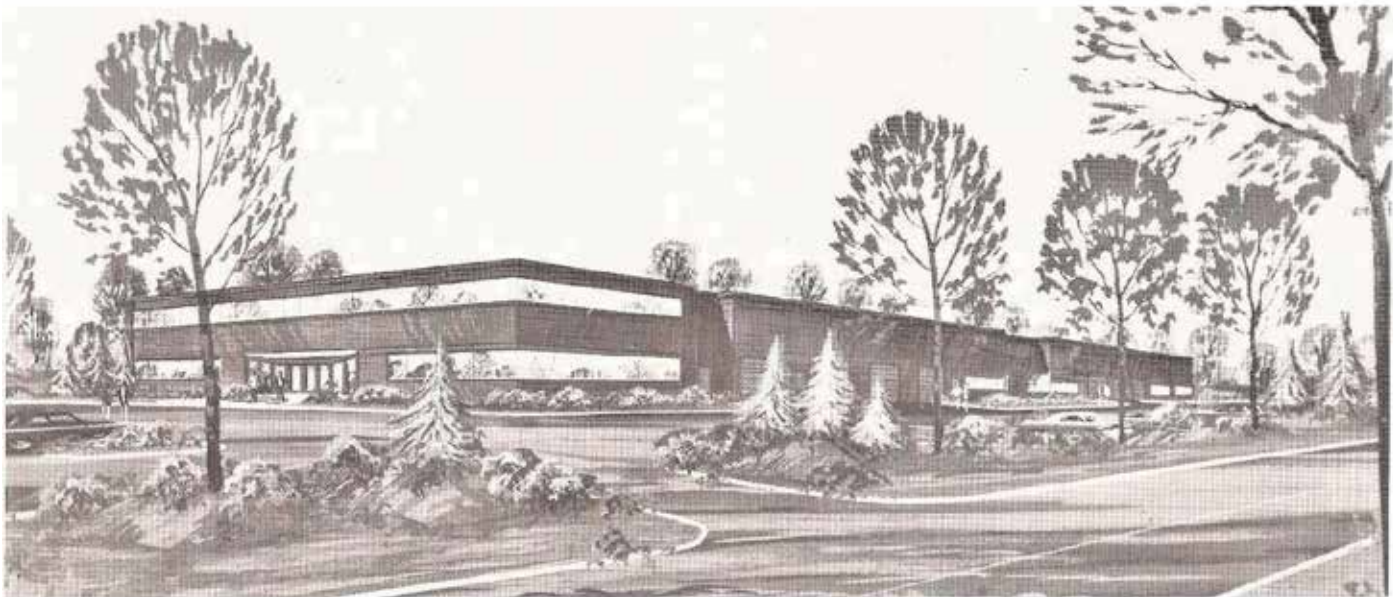


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A Very Special Mercedes Collection

by Maureen Blevins

I had the distinct privilege of being afforded a private tour of a very special Mercedes collection while in Dublin, Ireland this past September. It was the collection of the late Nigel O'Flaherty. My gracious host and tour guide was Denis Dowdall himself.

The showroom where the Mercedes collection is housed is in the Mercedes Benz Distributorship Building in what used to be the actual VW assembly plant on the outskirts of Dublin.

The collection contains cars of varying importance and covers the history of Mercedes-Benz as well as paying tribute to the Volkswagen's history in Ireland. Some of the cars in the collection were at one time owned and driven by members of the O'Flaherty family.

Motor Distributors Ltd began to handle Volkswagen in Ireland in 1950 when Volkswagen Beetles(nc) started arriving into Dublin packed in crates in what was termed 'completely knocked down' (CKD) form ready to be assembled. The vehicles were assembled in a former tram depot in Ballsbridge, now the premises for Ballsbridge Motors who are still a Mercedes-Benz dealer. The first Volkswagen(nc) ever built outside Germany was assembled there and was held by the O'Flaherty Family in their collection until Nigel parted with it, giving it to Germany. It is now on display at the Volkswagen Museum in Wolfsburg.

Irish-assembled Beetles rose from an output of 46 units in 1950 to 2,155



1936 Mercedes-Benz 500K

Introduced in 1934 as an elegant, luxury sports car this model was built to individual specs for high speed. Originally a German order, it spent some years in the U.S. and was purchased by MDL in 2002.

Behind it, a 1935 MB 200, an original Irish car, added to the collection in 1993.



Hard to imagine that this beautiful display space was once the assembly line factory

units in 1952, which necessitated the move to a new factory.

In 1952 O'Flaherty moved the manufacturing side of VW from its location in the old tram depot to their current headquarters. In November 1954, the franchise for Mercedes was secured and assembly on those began at the Ballsbridge location. It wasn't until the mid 1960's that O'Flaherty would move the Mercedes headquarters to the Naas Road premises, which remains the headquarters for both the MSL Motor Group and Mercedes-Benz Ireland.

Assembly of the Mercedes there came to a halt in 1977, the same year production of the Beetle ceased in Europe.

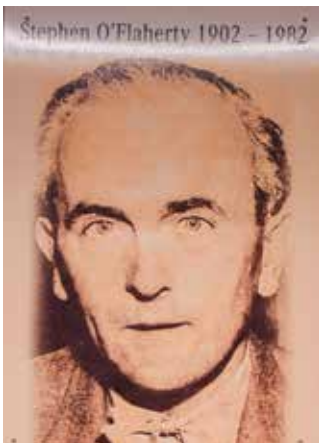
The first two vehicles one encounters upon entrance to the collection are the two motor carriages at right. The three wheeler is a replica of the vehicle Bertha Benz made history in when, in 1888, she drove a distance of about 66 miles - the first long distance road trip ever. 400 were produced in 1886 - the car's 100 year anniversary.

Next to it is Ireland's oldest car. The 1898 Benz Velo Comfortable was the world's first volume produced car. This car lay derelict on a farm from 1907 until 1984 when it was purchased by Denis Dowdall on behalf of MDL. Dowdall was able to secure copies of the original drawings of the vehicle and many of the hand-made parts required, and in 1986, after a two year restoration, it completed the famous London to Brighton Run. Photos below show the car "as found" and what it looks like today.

The number IK 52 denotes the fact that it was the fifty-second car to apply for registration after the system was introduced in the early 1900s.



*1 cyl engine; weight: 617 lbs; top speed: 16 mph
Production: 1200 (1894 - 1899)*



Stephen O'Flaherty is one of the most well known names in Ireland when it comes to cars. One doesn't usually associate Ireland with either Mercedes or Volkswagen, but O'Flaherty was influential to both.

In the 1930's O'Flaherty worked for Ford at their Cork facility. From there he worked for a company that serviced steam powered engines and trucks, eventually turning it into a successful car business. In 1949 O'Flaherty secured the VW franchise for his company and in 1950 Ireland became one of the first countries outside Germany to manufacture VW Beetles, producing in fact, the first one outside Germany. He secured the Mercedes franchise in 1954.

Stephen O'Flaherty ran Motor Distributors Limited for many years, and his son Nigel took over in 1969 after Stephen suffered a serious heart attack. Stephen died in 1982. His son Nigel, who was by all accounts, much loved by family, friends, and employees alike ran the company until his death in 2016. Chairmanship is now in the hands of another Stephen O'Flaherty - the grandson of the original.



1938 Mercedes-Benz 170-V

This car was bought new by a Mr. R.J. Wood of London. During WWII the car was peppered by bomb debris. The damage was still there when Denis Dowdall purchased the car for MDL in 1988. Although the car was repainted in its original colors, it is otherwise completely original.

4 cyl side valve engine

Coil Ignition

Mechanical fuel pump to updraft carburetors

3400 rpm @62mph in top gear

Hydraulically operated drum brakes



1911 Benz 8/18

This 2 litre Sports Torpedo Runabout is extremely rare - possibly one of only two known to exist. Originally imported into Ireland in 1988, the owner sold it at auction in London in 1993. Bought by a collector who spent the next 8 years restoring it, it was purchased by Denis Dowdall at the Goodwood Festival in 2001 on behalf of the company and once again imported back to Ireland.

4 cyl Monobloc side valve engine

Magneto ignition

Rear wheel and transmission brakes

Carbide gas headlamps; oil side / tail lamps

BHP: 18 hp @1800 rpm

Although Denis Dowdall, curator of the automobile collection at the Mercedes Benz import headquarters on the outskirts of Dublin, is not the owner, the collection couldn't be closer to his heart. Dowdall, who has worked at Mercedes for over 42 years, started in the service area.

O'Flaherty and Dowdall developed a friendship and O'Flaherty asked Dowdall to look after the cars in his collection and to help him build it up. Many of the cars in this prestigious collection were purchased by Denis, on behalf of his employer, Motor Distributors, Ltd. Every car has a story and Denis knows them all.

The collection includes several Mercedes dating from 1935 to 1977 including the 300SL Gullwing from 1955. Also on display are the final Mercedes 230 4 and VW Beetle built by MDL in 1977- the year in which assembly of both makes came to an end.



MERCEDES



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Benz, Daimler, Mercedes
Benz

DAIMLER

Arizona Auction Week 2018

Bob Starzyk, in Arizona in January for auction week, spotted this unusual auto at the Barret Jackson auction.

Maroon and copper, this Phantom III was sold new to J.M. Nicholson with a limousine body built by W.S. Atcherley, a small English coachbuilding company. It was one of only 10 Rolls Royce cars built by that company. In 1946, having been bought by Rolls-Royce collector John Gaul, Freestone and Webb were commissioned to create a new body - the last Phantom III they would build.

Known to Gaul's friends and family as Gaul's "Copper Kettle," the fenders are a double skin of copper over steel.

It has a Maroon interior, a 7.32-liter V12 engine with 4 speed manual transmission. An innovative new design feature for its time was two spark plugs per cylinder, two ignition coils, two distributors and one English Zenith 2-barrel carburetor.



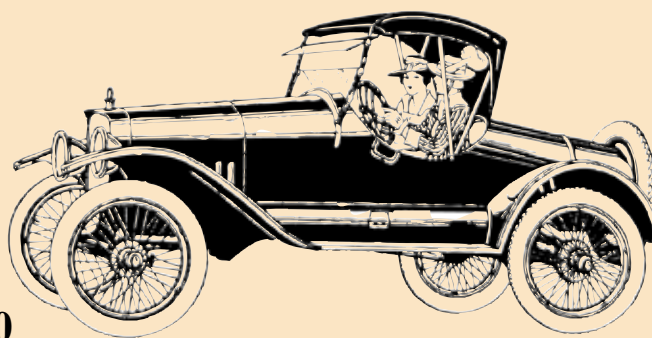
SAVE THE DATE

First St. Paul's Church

2nd Annual Collector Car Show

Sunday July 8th, 2018

11:00 a.m. to 3:00 p.m.



1301 N LaSalle, Chicago IL 60610

On Goethe St. between LaSalle St. and Clark St.

This free event is open to the public.

You need not be a parishioner to attend with or without a vehicle.

Participants are free to dress according to a specific era of their choosing

Festivities Include Cars, Music & Food

Anyone wishing to display their vehicle can email the make, model, and year to

Nicholas Covello at nfcovello@gmail.com or call for info: 312-217-5138

firststpaulsautoshow.weebly.com

Economy Motor Car

by Maureen Blevins

Although an Economy Motor Car is not a Grand Classic, if you were to find one, you would have one pretty rare car

There were several companies during the early 1900s that used the name 'Economy.' One of them was in Joliet, IL, where I grew up. But I had never heard of it until recently.

The Economy Motor Buggy began manufacturing in Fort Wayne, IN in 1907. Unfortunately, it was found that they infringed on the patents of a St. Louis company and thus were forced out of business. They reopened in Joliet, in a building on Bissel Street, and offered several models.

Economy also built trucks. Their advertising line was "Where the Money Goes - Repairs" claiming that Economy trucks would save 75% of repair bills. Engines could be removed or replaced in 45 minutes; transmissions in 35 minutes, radiators in 15 and jack-shafts in 20 minutes; all due to placement. They were touted as both convenient and economical with bodies built to order.

The company only lasted a few years and the building was then bought by a Mr. Everritt who had the intention to build a small electric car. In 1914 they went bankrupt and the assets were bought by Pratt manufacturing, a next door neighbor. Pratt had built the rear axles for the Economy and continued selling axles for awhile. Space was rented to Dayton to build cars in the building that was already set up as a car manufacturing plant.

Fittingly, there is a Joliet built Economy Motor Buggy(nc), a Model E, sitting in the Joliet Historical Museum. But it almost didn't happen.


When the museum was being planned, one David Lyon from Michigan offered to sell them his Economy, but the city council deemed the price too steep and passed on the offer. A group of local businessmen - auto dealers - felt that

it would be money well and fittingly spent and made the purchase, donating it to the museum. Lyon bought the car in 1994 from someone in North Carolina and had it restored by Amish craftsmen. Researching his vehicle he made contact with Robert Serling, local Joliet historian, who was instrumental in its return to Joliet..

Lyon and his wife originally did not want to part with their Economy, but were eventually convinced it should come home, and agreed it belonged in the museum. It is generally believed to be one of only 3 in existence, and the only one known to have been restored.



Above - The Economy Motor Buggy - a Model # - in the lobby of the Joliet Area Historical Museum

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 The Most Practical and Economical Automobile 	 <small>MODEL E. CARRIAGE, 22 H. P.</small>	 An Ideal Car For Both The City and Country 
<p>This Car is the ideal Motor for every purpose. In the city, it is fast and easy riding with perfect control. In the country it is speedy and dependable and offers good clearance qualities for any kind of roads; or for touring purposes where durability is required. Nothing as successful on the market. It combines the high-class Car with practicability at a minimum cost.</p>		
ECONOMY MOTOR BUGGY CO. East Cass Street, Joliet, Ill.		

The address of the Joliet Area Historical Museum is 204 Ottawa St, Joliet. should you decide you'd like a first hand look at the Economy Motor Buggy.

The museum sits at the crossroads of two historic roads - Rt 66 and Rt. 30,

*For hours/ directions: 815-723-5201
<https://www.jolietmuseum.org/>*

Economy Motor Car

continued

What started out as a story on the Economy, quickly morphed into a Studebaker story.

When I heard about an auto factory in Joliet, I began to do a little research. Learning that the building still stands, I got in touch with the current owner, via an Antique Auto Club message board, who graciously invited me to come and see it. I took him up on the offer and on a recent Sunday afternoon drove over to Bissel Street, where Robert Kapteyn and his son gave me a tour.

In his office, Bob Kapteyn, Sr. gave me the history of his business and how he came to purchase the building. At one time, he owned an auto parts store in downtown Joliet. In the name of progress, and the hope that it would boost a failing town center, several businesses sold their properties so a casino could be built. Since Kapteyn's business was a viable one, he needed a new location. His search led him to this building, still in Joliet, and only few miles away. At the time of his purchase, the building housed a printing company and Kapteyn had no idea what the history of the building was but it is somewhat ironic that an auto parts business ended up moving into the former auto production plant. In the ensuing years Kapteyn has filled a thick binder with pictures and copies of newspaper and magazine stories about both the Economy Motor company and the building.

Walking me through the building, Bob, Jr. pointed out several spots where extra support had been added by the previous tenants due to the heavy printing presses on the floor above. The building - all floors - is now packed with car parts. Mostly Studebaker parts.

At the height of his career, Kapteyn, Sr. traveled the country, buying up all the Studebaker parts he could find for his business. Kapteyn can't guarantee



Got Parts? If you have a Studebaker, you could be in luck



The name of the company - Economy Motor Buggy - still is readable, as you can see from the photo. It is located at 112 Bissel St. in Joliet.

*Current building owner Robert Kapteyn
Studebaker@mac.com*



done some damage, some water puddles in the basement, and a story about the elevator shaft produces goosebumps. The story is that years ago a worker walking through at night either didn't realize there was an open elevator shaft or thought the elevator was stopped on his floor. Stepping in, he fell to his death. A door was subsequently added.

As I mentioned, there are a few cars in the building but no Economy(nc) Motor Cars. The cars in this building all appear to be, like the parts, Studebakers. I am not sure how they came to end up here, or if they are for sale, but it is definitely an interesting assortment. I spotted a President(nc), a Hawk(nc), a 1957 Golden Hawk(nc), one truck, and a Gran Turismo Hawk(nc) among others, all in dire need of some extensive, and no doubt expensive, restoration. But I'm pretty sure the parts could be found somewhere nearby.



how organized the contents are but says a friend of his sometimes drives over from Indiana to help him catalog, categorize and inventory all those parts.

It was an interesting tour. Rows of bumpers, windshields, and hoods; shelves of headlights and hubcaps, and boxes and boxes and boxes of small parts. Some of these parts, Kapteyn says, date back to the 1920's and '30's.

Like a lot of old buildings, the Economy building is not in the greatest condition; The lighting is poor and a walk through is an exercise in watch your step - raccoons have

It turns out that the Economy was not the only car built in Joliet.

In 1909 one William Dayton came to Joliet from Chicago, and helped organize the Matrix Automobile Co, a car that never saw production. However, he had also designed the Dayton Cycle Car (nc) – a car with bicycle like wheels. In 1914, it made the trip from Chicago to Joliet in one hour, 35 minutes. “The Dayton is one of the fastest cycle cars so far built in America, the speedometer needle having pointed to over 60 mph on several occasions” said one publication about the trip.

The company moved into the old Economy facility and started production, which ended just five months later. William Dayton also designed the Crusader, but only experimental models of those were ever built.

The most successful car company in Joliet was the Commonwealth. Produced between 1917-1922 Commonwealth eventually merged with a Chicago company and began making Checker Cabs here for two years before moving to Kalamazoo, MI.

*A Dayton Cycle Car
The dash plaque
clearly shows the
name - Joliet, IL*





What makes a person buy a car? In this case Dennis Heywood says "What can I say? I like green." He may be only half joking. I like green too, so, who knows, maybe it was the color that drew me to this particular car.

The cover shot, taken at the Annual Oakbrook Father's Day Show, fully shows off the beauty of this Classic auto and that is where I, personally, fell for this car.

Heywood bought this Rolls Royce about five years ago from a collector in Michigan. The original owner was a Mr. W. Spear of Manchester, New Hampshire. Sometime over those intervening years the car has been repainted,



re-chromed and reupholstered. It does have, however, the original chassis, engine, and transmission. Those have never been apart. It has also been re-bodied.

According to John De Campi, the late vintage Rolls Royce authority, the car originally had a coach body but was re-bodied in 1931 or '32 at the factory into the stunning version it is today.

One of shall we say 'several' cars Dennis owns, it is kept in his garage at home - a garage with an airplane hangar door in order to accommodate a few of his favorites. His less favorites are kept in another garage. I'm joking of course. When I asked him if he had a favorite car, he laughingly countered "Do you have kids? Which one is your favorite? I love all my cars."

The oldest car in Heywood's collection is a 1908 Reo; the newest, a 1966 Toronado. His wife Bonnie prefers the newer cars "Because they have heat" Dennis laughs. Although she does not share quite the same level of enthusiasm as her husband for the cars, she often enjoys riding in them. He considers himself to be extremely lucky to have a wife that allows him to indulge in his hobby.

Dennis Heywood is not a man who has these cars just to look at - he enjoys taking them out on the road. He will drive the Rolls, or one of his Packards, to Pontiac, Kankakee, or Wisconsin for a show, winning First Place in the Rolls Royce Category at the 2017 Milwaukee, WI Concours

d'Elegance with this car. He routinely takes his cars out of the garage for a spin, saying they need to be run - they are made to be driven.

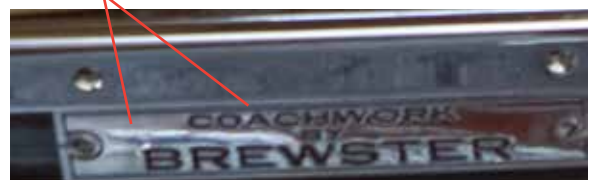
Heywood thoroughly enjoys driving his cars, often taking his wife out to dinner in this car. Or breakfast. He tries to get the car out for a drive once a week during the summer months. And he sometimes convinces her to take to the road with him when he suggests taking the grandkids along. Besides the grandkids, all four of their sons enjoy cars and one of them, Tim, is also a member of GIR.

He believes of all the cars they have, the one his wife would definitely keep is the Model A Coupe(nc). But she has her own reasons for that - they've never run out of gas in that car. Which Dennis ruefully admits is not something that can be said for the rest.

Although Heywood has not had any serious mechanical issues with this car, he has lately noticed the clutch slipping a bit so he decided to fix it. He does a lot of the mechanical



The luxurious, roomy back seat is upholstered in a rolled and pleated soft, tan leather. Arm and footrests added for comfort.





"The Spirit of Ecstasy"

work on his cars himself - it is strictly his hobby - but this job was different. To get at the clutch, he removed some of the floor, got the clutch out and to his mechanic but the mechanic had never seen anything like it. He had no idea where to begin. Dennis called around, finally getting the name of a shop in Ohio that would fix it. Which is where the clutch is as of this writing and why Heywood had to push it out of the garage for this photo shoot. All 5700 pounds.

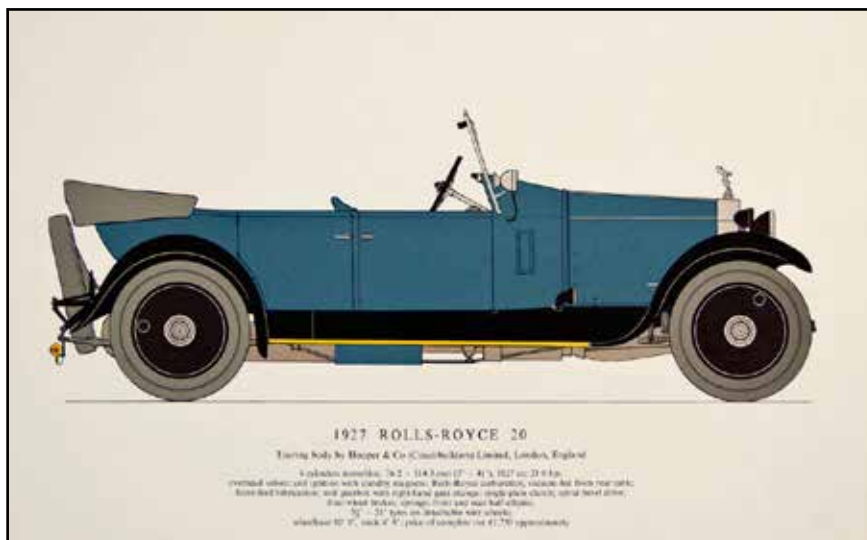
In 1927, when a new Ford could be purchased for \$350 and a Packard for around \$2700, a Rolls Royce cost \$18,000. They gained a reputation for superior engineering quality.

The first Rolls-Royce car, the Rolls-Royce 10 hp, was unveiled at the Paris Salon in December 1904. During 1906 Royce had been developing a six-cylinder model with more power than the Rolls-Royce 30 hp. Initially designated the 40/50 hp, this was Rolls-Royce's first all-new model. The new 40/50 was responsible for Rolls-Royce's early reputation with over 6,000 built. Its chassis was used as a basis for the first British armored car used in both world wars.

The Springfield, MA factory operated for 10 years, closing in 1931.



On a gorgeous summer evening, Dennis takes the car out for a "cruise night" in Frankfort, IL. where it draws, as always, it's share of admirers.





1927 ROLLS ROYCE Phantom I Newmarket Convertible Sedan S179PM Body by Brewster

Engine: 6 cylinders inline: two blocks of three with one piece detachable cast iron head

Cast Iron Blocks - aluminum crankcase - overhead valves

Roller tappets - 7 main bearings

4.25" pistons x 5.5" stroke - 468 cu. in.

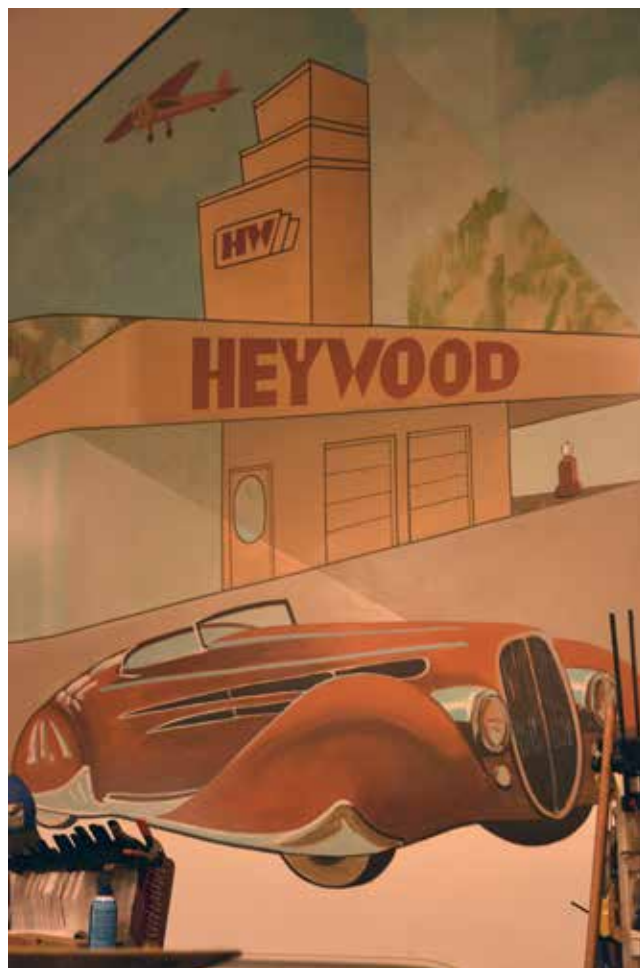
Dual Delco coil ignition - 108 HP @ 2300 RPM

Transmission: 3 speed sliding mesh - single plate clutch

Drive Shaft inside torque tube - fully floating axle

Chassis: Parallel girder chassis - Four wheel drum brakes

147" wheelbase - 58.5" track - weight 5700 lbs



The picture above is the better part of a huge mural that dominates one wall of Dennis Heywood's garage. The artist wanted free rein as to what he would paint and Dennis somewhat agreed, with the stipulation that he wanted garage doors and a gas pump in the scene. Noticing the plane, I asked Dennis if he flew. He laughed. "No. I don't own a Delahay either." But the mural is there to stay.



Cover Car Year - 1927

World population reaches two billion

January – The first transatlantic telephone call is made via radio from New York City to London.

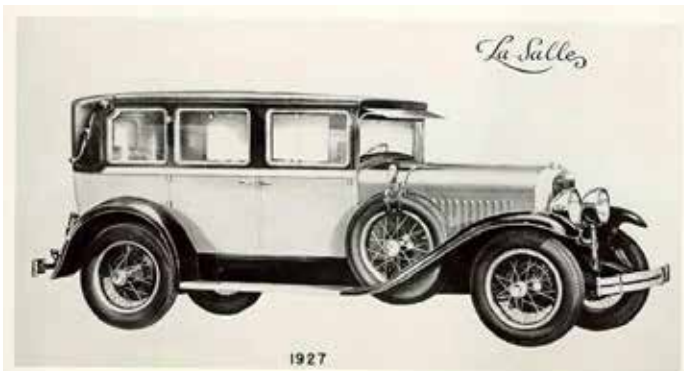
– The Harlem Globetrotters play their first ever road game in Hinckley, IL

- Massachusetts becomes the first state in the U.S. to require car owners to carry liability insurance.

February - the silent romantic comedy film *It* starring Clara Bow, is released, popularizing the concept of the "It girl".

- In Britain, 1,000 people a week die from influenza

- General Motors introduces the LaSalle, a smaller and more maneuverable luxury automobile.



- The first armored car robbery is committed by the Flatheads Gang near Pittsburgh.

- Henry Segrave breaks the land speed record driving the Sunbeam 1000 HP at Daytona Beach, FL 203.79 miles per hour, the first car to reach a speed over 200 mph

- Henry Ford, (at the time the world's wealthiest man), is hospitalized after he strikes a tree when his coupe is run off the road in Detroit by a Studebaker.

April - Bell Telephone Co. transmits an image of Herbert Hoover (then Secretary of Commerce) - the first successful long distance demonstration of television.

- The first Volvo automobile rolls off the production line in Gothenburg, Sweden.

May - The Academy of Motion Picture Arts and Sciences, the "Academy" in "Academy Awards", is founded.

- Charles Lindbergh makes the first solo, nonstop transatlantic airplane flight, from New York City to Paris, France, in his single-engined aircraft, the *Spirit of St. Louis*.

June - A ticker tape parade is held for the aviator Charles Lindbergh down Fifth Avenue in New York City.

- The first of 15 million U.S. air mail stamps, with a picture of the *Spirit of St. Louis* go on sale. The 10¢ stamps are sought after by collectors.



- General Motors CEO Alfred P. Sloan changes automotive history by creating the "Art and Color Section" with Harley

Earl to plan vehicles that will be visually appealing by adding color to automobiles.

July - The Food, Drug, and Insecticide Administration (FDIA) is established as a United States federal agency.

- Commander Richard E. Byrd, Bernt Balchen, George Noville, and Bert Acosta crash their Fokker Trimotor airplane *America* into the sea attempting to duplicate Charles Lindbergh's flight. Within 200 meters of the beach at Ver-sur-Mer all four survive

- The first 7-Eleven convenience store opens in Dallas, TX.

August - The Peace Bridge opens between Fort Erie, Ontario and Buffalo, New York.

- Mount Rushmore Park is rededicated. President Calvin Coolidge promises national funding for the proposed carving of the presidential figures. Carving begins in October.

September - The Columbia Phonographic Broadcasting System (later known as CBS) is formed and goes on the air with 47 radio stations.

- U.S. President Coolidge and family move back into the newly remodeled White House for the first time since March

- Babe Ruth breaks his own record for most home runs in a season with his 60th homer, a record that stands until 1961.



October - *The Jazz Singer*, starring Al Jolson, premieres in New York City. Not the first sound film and containing very little speech, it is the first to become a box-office hit.

- The first flight of Pan American Airways takes off from Key West, FL, bound for Havana, Cuba.

- Leon Trotsky is expelled from the Soviet Communist Party, leaving Joseph Stalin with control of the Soviet Union

November - The first Phillips 66 service station opens, in Wichita, Kansas.

December - After 19 years of Model T production, Ford Motor Company unveils the Ford Model A

- The first Laurel and Hardy film, *Putting Pants on Philip*, is released.

- Kern and Hammerstein's musical play, *Show Boat*, based on Edna Ferber's novel, opens on Broadway and goes on to become the first great classic of American musical theater.

Rolls Royce

The turn of the 20th century marked the beginning of a partnership between two innovative minds; Henry Royce, a successful engineer and Charles Rolls, owner of one of the UK's first motor car dealerships, who agreed to sell motor cars under the name Rolls-Royce.

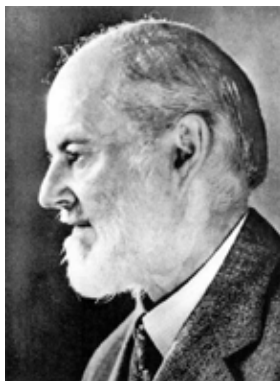
In 1884 Henry Royce started an electrical and mechanical business. He made his first car, a two-cylinder Royce 10, in his Manchester factory in 1904. Rolls was proprietor of an early motor car dealership, C.S. Rolls & Co.

In 1907, the Silver Ghost was declared 'The Best Car in the World' after its record breaking success. Traveling from London to Glasgow 27 times - 14,371 consecutive miles - the motor car broke the world record for a non-stop motor run while demonstrating unrivaled reliability and comfort.

In 1921 Rolls-Royce opened a U.S. factory in Springfield, Massachusetts.



Charles Rolls



Henry Royce

A darling of the theatre scene, Fred Astaire developed an ardor for luxurious automobiles and the understated elegance of Rolls Royce Motor Cars caught his eye. In 1928, Astaire placed his order for a 1927 Phantom single cabriolet open drive town car, coach-built by Hooper & Company. When Fred returned to New York in 1932, he brought his \$22,000 Rolls-Royce Phantom to J.S. Inskip for a contemporary refresh.

Exterior touches included 'A' monograms on the passenger doors, front scuttle and trunk, stylized door handles, larger front fenders, and rear finned arrow turn signals. A Louis Vuitton trunk perched behind the rear wheels. Within the passenger compartment were plush fabric seats and cushions of green brocade, matching green carpet trim and ornate door panel inserts.



Actor Tom Mix bought this Rolls Royce in 1933 and spruced it up with the latest features: The headlights were lowered, the wings underwent radical updating, a fog light was added and an ultra-modern radio was built into the dash. The car was later driven by Robert Redford in the movie *Daisy Clover*.



Originally a traditional and conservative black, this 1965 Rolls Royce Phantom was owned by John Lennon of the Beatles. Never known to be very traditional or conservative, he had the car painted on a suggestion, so the story goes, by fellow Beatle Ringo Starr.

In true rockstar fashion, Lennon equipped his Phantom with a refrigerator and swapped the rear seats for a bed. He also fitted in a floating record player, a bespoke sound system and later, a TV.

It was donated to the Smithsonian to cover a \$250,000 tax bill in 1977. Eight years later, in 1985, it sold at auction to businessman Jimmy Pattison of Victoria's Royal B.C. Museum for \$2.3 million. More artwork than car, it's been in the museum's collection ever since. The vehicle spends a good deal of time in storage, coming out once in a while to wow the crowds. Mechanically speaking, it still runs well, but the museum's focus is on preserving the Lennon Rolls-Royce as an object with meaning, rather than an operational car. It is also inconveniently enormous; there's no way to fit it into the museum's regular collection, as it's too large and heavy for the freight elevator.

If You're NEAR...

by Charles Falk



Los Angeles, California... take the time to find your way to the Petersen Automotive Museum. California is blessed with a large number of car museums, but the Petersen Museum is the more well-known of them both nationally and internationally. Automobile Magazine has asserted that the Petersen is "One of the greatest car museums in the U.S., if not the world." It is located in the Museum District on Wilshire Boulevard - also known as "Miracle Mile" within that city.

The new



While well worth the effort, getting to the Peterson can be a tough slog. My visit to it came when I was staying with our daughter and her family who lived in Southern Orange County. It took me about two hours driving through heavy traffic to get to the Peterson from that locale. But, once a visitor finds his or her way to the Petersen, they will find a large, diverse, high-quality collection of automobiles, motorcycles, and automobilia - including antique, classic, muscle, hot rod, racing, and specialty vehicles. It's got something for every kind of automotive enthusiast.

About the Museum and it's Building

The museum was founded in June 1994 by magazine publisher Robert E. Petersen and his wife Margie. Soon thereafter, the Petersen's purchased a physical home for their museum in the former Orbach's Department store building, designed by architect Welton Becket. That building had been constructed in 1962 and was abandoned in 1986 when the department store went out of business. The building was vacant for about six years before it found new use as the \$40 million Petersen Automotive Museum.

At the time of my visit, nearly a decade ago, I saw what I now call the "Old Petersen." Let me explain. After about twenty years of use as a museum, the building was closed for a period of time, and in December 2015 re-opened after

a \$90 million (or \$125 million, as another source reported) renovation. Thus, there is now a "New Petersen" - which is very different from the "Old Petersen."

I thought a visit to the "Old" Petersen was a terrific experience. However, after reviewing images and other

materials about the remodeled property, I can report that those visiting the "New" Petersen will be even more thrilled with their experience. In this review, I'll attempt to describe the many changes that have made this place a delight for automobile enthusiasts - a delight Top Gear called "...100,000

The old



square feet of car nirvana."

Kohn Pedersen Fox sharply changed the exterior look of the building and added 15,000 square feet—bringing the total available exhibition space to 95,000 square feet, and rearranged the interior of the museum into twenty-five galleries and other spaces on three floors that can accommodate changing exhibits. The new building has drawn both fans and detractors; but the design has been honored by Chicago's own Athenaeum Museum of Architecture and Design as "one of the most significant building projects in America owing to its radical exterior design."

Overview of the Collection and How It's Displayed

Terry Karges, the museum's Executive Director, reports that "At any given time we have as many as 150 vehicles on display around the museum, but with over 400 vehicles in

our collection, many go unseen by the public.” It has been reported that the museum owns about 300 of the vehicles; with the others being on loan for varying times and reasons. The 250 or so vehicles not on display are in a vault beneath the building.

About the Museum Founder

As noted, the Petersen Museum’s founder is Robert Einar “Pete” Petersen, a California native who, as a youth, learned about cars from helping his truck mechanic father. After military service, he found work as a publicist and other media roles. When his firm was hired to publicize a local exhibition of hot rods, he noticed that not much was published about the increased popularity of hot rods or hot rodding in Southern California and elsewhere. He saw that as an opportunity and began development of *Hot Rod Magazine*. In so doing, Peterson “caught the wave” of rising interest in cars and the car hobby in general. That led to the creation of what became an auto-themed publishing empire that ultimately branched into non-automobile magazines. In addition to *Hot Rod*, his car-themed magazines were *Car Craft*, *Rod & Custom*, *Sports Car Graphic*, and *Motor Trend*. As a car crazy thirteen or fourteen year old, I learned a great deal of what I know about autos from reading Mr. Petersen’s car magazines and I vividly recall my anticipation waiting for the arrival of each new issue to hit the newsstands.

As to be expected, Petersen was a car collector. His collection and the museum are now in the hands of a foundation he and his wife Margie created so that their vision for the museum would continue well into the future. Although Mr. Petersen died in 2007, this was long after the museum he created was well-established and honored.



A Snapshot of What the Visitor will see at the Petersen

After first taking in the very unusual and dramatic new exterior facade, one finds the interior display areas have been completely rearranged and feature three “themed” floors. Visitors are encouraged to begin their visit on the museum’s third, or “History Floor,” and work their way down to the main, or “Artistry Floor.” Museum curators believe that by “experiencing the museum in this way, visitors are better able to appreciate the impact and application of the automobile.” Here is how the museum describes the major zones of the museum’s exhibits:

The third floor emphasizes “...the history of the automobile and our love for it—with a special focus upon how Hollywood embraced cars; how Los Angeles grew to depend on them; and how ‘the future’ of the automobile looked long ago.” Some of what visitors will see on this floor are: cars of film and television; concept cars and art; “Los Angeles - The Living City Mural;” and “Southern California—A Region in motion.”

The second floor “explores the diversity of automotive design and technology and shows cars that have been modified for speed or efficiency.” It also has materials describing what it’s like to work in the car industry and shows the work of automotive design students as they envision cars of the future. Among the exhibits on this floor are hot rods and customs, motorcycles, motor sports events, high performance road cars, and displays concerning auto manufacturing.

The first floor focuses on “the artistry of the automobile” and exhibits show some of the “most artfully-designed cars ever built.” Other features on this floor “explore how the automobile has been interpreted as the subject of fine art and been used as a canvas for artistic expression.” “Artistry of the Automobile;” “Automotive Art and Design,” and “Art and the Automobile” are featured in separate exhibits.



If You're NEAR...

continued

Importantly, the Petersen preserves a couple of aspects of the Old museum that I enjoyed the most. That would be the exhibits showing the early insinuation of automobiles into the Southern California culture and economy - as reflected in cars from the early 1900's through the fifties or sixties displayed in the midst of, or in front of, very well-crafted dioramas or other attractive backdrops. Also, I enjoyed the "cars of the stars" exhibit. Today's young people wouldn't even know who many of these stars of the past were but I'm old enough to have recognized most of them and to have enjoyed seeing the expensive rides that their celebrity allowed them to buy.

A significant change from the Old to the New Petersen is the incorporation of state-of-the art technology in the display of historically-significant vehicles that were influential in the development of the culture and economy of Southern California (and many other areas around the world). There are also simulators and virtual tours in several areas within the museum which are friendly to Phone or iPad users.

Another change with the New Petersen pertains to "The Vault". The vault is where 150-175 cars not on public display in the upper three floors are kept. Cars held in the vault are anything but a rag-tag assortment of dusty "also-rans." The Petersen's Chief Curator, Leslie Kendell, has advised that cars in the vault are in great shape and as interesting as those on display; they simply await their turn to show on the upper floors.



In the "Vault"

One source cited several examples of vehicles recently located in the vault. They included the spectacular one-of-one 1925/34 "Round Door" Rolls-Royce Phantom I Aerodynamic Coupe, a Ferrari(nc) given to Henry Ford II by Enzo Ferrari, and a 1939 Bugatti given to the Shah of Iran as a wedding present. A wide variety of hot rods, muscle cars, Hollywood vehicles, vehicles used by heads of state, motorcycles, exotics, and even a Popemobile, were also recently-housed in the vault.

At the time of my visit to the Petersen, cars in the vault were not open for public viewing. But as of December 2012, that changed and docent-led tours became available

for those who purchased a \$20 ticket—which is an addition to the museum's general admission ticket price. The hours when vault tours are available are limited, there are some age restrictions, and photography is not permitted. Hence, those with interest in the vault are advised to be mindful of these conditions when planning their visit.



"In Pursuit of Speed"

Highlights of Other Exhibits

Other displays visitors will likely find interesting as they move through the several floors are briefly described below.

- A motorsports gallery – featuring race cars and motorcycles of different classes
- Automobiles in the movies and celebrity cars– featuring a 1992 Batmobile, the "Magnum P.I." Ferrari 308 GTS Targa, a Pontiac Aztec(nc) from "Breaking Bad," a 1956 Jaguar XKSS(nc) formerly owned by Steve McQueen, "Herbie" VWs(nc) from those films, a 1964 Aston Martin DB5(nc) from the James Bond film "Skyfall", a De Tomaso Pantera(nc) which belonged to Elvis Presley, and a one-of-a kind 1965 Hydrogen Shelby Cobra(nc) which Carroll Shelby built, along with NASA Engineer James Heffel from UCR, to surpass the Hydrogen speed record.
- The Armand Hammer Foundation Gallery links the automobile and fine art, and includes notable examples from the famed BMW Art Car Collection. Included here are a 1975 BMW 3.0 CSL(nc), a 1995 BMW 850 DSi(nc), and a BMW Z4(nc) – each of which have interesting provenances.
- The Disney/Pixar Cars Mechanical Institute – an augmented reality experience when cars take on personalities and explain themselves to observers. In this gallery, visitors will also be introduced to the "Lightning McQueen" car character from the "Cars" and "Cars II" Pixar films.
- The (Peter and Merle) Mullin Grand Salon – devoted to "the world's most beautiful automobiles" including "rolling



sculpture” comprised of great cars built before WWII. Included are a 1936 Type 57sc Bugatti Atlantic, a 1938 Talbot-Lago T150C SS Figoni et Falaschi Teardrop, and more.

- The Bruce Meyer Family Gallery – featuring “Precious Metal” that is “reflected in some of the most significant cars ever to wear silver paint” and which are not usually seen in public. These include: a 1995 McLaren F1(nc), a 1959 Chevrolet Corvette XP-87 Stingray(nc), a 1964 Aston Martin DB5(nc) - driven by James Bond in the movie, “Goldfinger” - a 1953 Fiat 8V Supersonic by Ghia(nc), a 1967 Ferrari 625/250 Testa Rosa(nc) by Scaglietti, and a 1954 Mercedes-Benz W196 Streamliner(nc) driven by Juan-Manuel Fangio and Stirling Moss.

- “Made in Italy: Design to Line” (Presented by Maserati) is an exhibit showing how a production luxury car goes from rendering to model to finished vehicle.

- A “High Performance Road Cars exhibit, presented by Ford celebrates the 50th Anniversary of Ford’s historic win at LeMans with the museum’s Ford GT40 MkIII(nc) positioned alongside the all-new Ford GT Supercar(nc).

- The Richard Varner Family Gallery moves the visitor’s attention from four-wheeled to two wheeled vehicles and shows off “two dozen of the fastest, rarest, most beautiful or sometime oddest two-wheeled vehicles from history.”

- Hot Rods and Customs Gallery – celebrates Hot Rod Magazine, Petersen’s first publication, along with the cars featured in that magazine over the years.

Special Shows

In addition to the more or less “permanent” exhibits, the Petersen, like other auto museums, periodically creates themed shows or mounts special exhibits intended to run for shorter, defined periods of time. As this is written, visitors could view the following:

“Seeing Red - 70 Years of Ferrari” runs through May 2018

“Harley vs. Indian” (motorcycles) runs through April 2018

“The Porsche Effect” runs through January 2019

“The High Art of Riding Low” (features low-riders) runs through September 2018

“Sidewalk Speedsters: The Grown-up World of Children’s Cars” runs through November 2018

The Bottom Line

The Newly designed Petersen is a great place with many cars, features, and attractions presented in state-of-the-art settings that show these objects off in the best possible way. There is more to see than can be adequately described in these few pages; but I hope that I’ve illustrated why it is a “must see” place for an auto enthusiast who happens to find him/herself in or near Los Angeles.

I really enjoyed the Old Petersen; and I know a visit to the New Peterson would surpass that past experience. I spent a half-day at the Old Petersen. If you go to the New Petersen, I’d expect it would require about one hour of your time to experience the content of each of the upper three floors. If you make reservations to see the vault, that would require another hour or more of your time.

If your schedule permits, I suggest you plan to take in one of the other museums on the Miracle Mile too.

Resources within the New Petersen

Food Service: A great feature of the New Petersen is that it now includes a full, high quality, restaurant on premises. “Drago Ristorante”, an Italian-themed eatery created by L.A. restaurateurs, the Drago Brothers, is open from 11:00 a.m. - 6:00 p.m. daily. This gives hungry visitors the option of taking a break and getting a bite to eat right in the museum building during their visit. Should a visitor desire other food service options, there are at least nine other well-regarded restaurants within walking distance.

Museum Store. The New Petersen’s Museum Store, located on the first floor, is much more elaborate from the one I remembered. It includes clothing, automobile art and collectibles, die cast models, entertainment and some home goods.



In the "Low Rider exhibit

If You're NEAR...

continued

The store also introduces special new merchandise that is associated with or otherwise ties in with its temporary exhibits. And, consistent with the times, an “E-Store” exists so interested folks, who may be at a distance, can order museum stuff on-line.

Being in the “Miracle Mile”/“Museum District” the Petersen’s location offers visitors the chance to capitalize on the time and effort they’ve expended to get to the museum by viewing other tourist attractions near it - after they have had their fill of cars. Some “Miracle Mile” or “Museum Row” attractions along Wilshire Boulevard include: The Los Angeles County Museum of Art (LACMA), A+D (Architecture & Design) Museum, Craft and Folk Art Museum, George C. Page Museum (paleontology discoveries), and La Brea Tar Pits pavilions.

The Museum for the Academy of Motion Picture Arts and Sciences (Oscars), designed by Renzo Piano, is currently under construction. This new-comer to the Miracle Mile will be located in the former May Company Department Store on the corner of Wilshire Boulevard and Fairfax Avenue. A new contemporary structure for the museum's theaters will be located behind the building.



"Innovation Through Racing" ↑
← 2nd floor Gallery
Special Exhibit ↓



Important Visitor Information

Petersen Museum

6060 Wilshire Boulevard (at Fairfax)

Los Angeles, CA

Phone: (323) 930-CARS

www.petersen.org

Hours: 10 am - 6 pm Daily (Except Thanksgiving and Christmas)

Admission: \$15 general; \$12 seniors and students with ID;

\$7 for children 3-12

Parking: Close, but big-city expensive.

Sources: Petersen Automotive Museum: https://en.wikipedia.org/wiki/Petersen_Automotive_Museum. December 24, 2017;

Petersen Automotive Museum Wins Chicago Athenaeum Museum American Architecture Award for 2017; www.forbes.com/sites/marketing/2017/04/12/petersen-automotive April 12, 2017; The Petersen Automotive Museum Reopens After \$125-Million Renovation; www.discoverlosangeles.com May 19, 2016.

Photos provided by The Petersen Museum

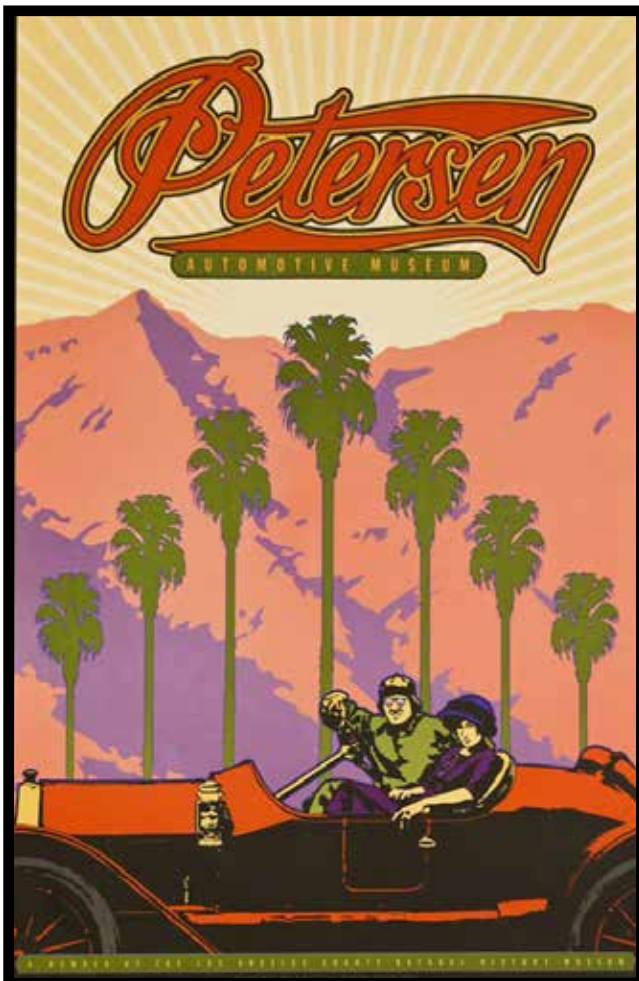
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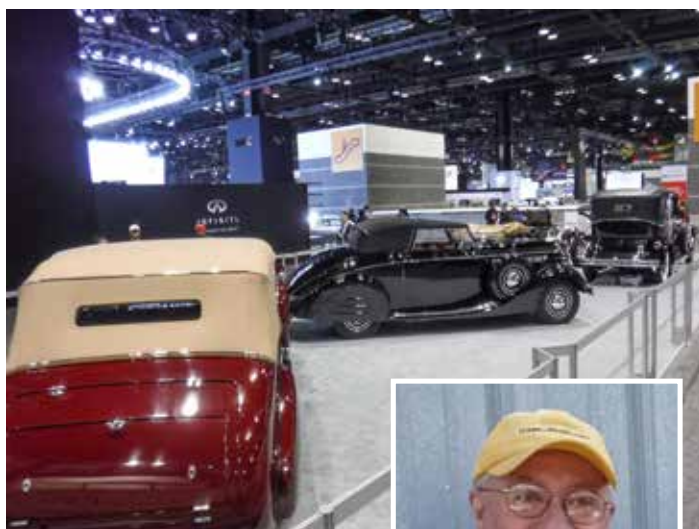
Historic building originally built to do final assembly of Model A Fords. Located in picturesque Maple Park. Currently houses owner's car collection. 2 separate units totaling over 4,000 sq ft. Each unit fully dry walled with 2 overhead heaters and full bath. Building has high end security system and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

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Chicago Auto Show 2018

By Chuck Derer



Chuck Derer, former editor of Up To Speed, spent an afternoon at the Chicago Auto Show checking out the best of the best

Between the weather and the weather I had to put off my visit to this years Chicago Auto Show until almost the last day. I finally made the visit on Friday, February 16th.

The first thing I noticed was that the auto show had taken a strategy from the grocery stores. They put the best and most important stuff in the farthest corner of the show. I am talking about the Classic Car Club of America exhibit. If you wanted to view the best and most important vehicles on display you had to walk past the displays of all the other automakers that were there. It was a good walk.

Jay Quail, the Executive Director of the CCCA was there to greet the auto show attendees. Between living out of a suitcase and commuting home to Wisconsin between snow storms, Jay really earned his stripes. He also spent a lot of time talking with me about the cars on display.

Though to some it wasn't the prettiest of cars on display, the Stutz from the Driehaus collection was probably the most popular of the four cars in the CCCA exhibit. It was original and unrestored, a true survivor car. There were less than 200 of these 1932 Model DV32 4-door convertible sedans built. This one has a body by LeBaron powered by a straight 8.

The 1930 Cadillac Series 353 Convertible Sedan and the Stutz were both from the Driehaus Collection at Chicago Vintage Motor Carriage. The 1930 Cadillac has a Body by Kellner and is the only Kellner bodied Cadillac known to exist. It was built for banker Baron Edmond James de Rothschild.



The car has a wheel base of 153", weighs 3 tons and is made of aluminum. The top could be used in 3 different positions. I'm guessing it was designed to accommodate a silk top hat.

Also on display were two unique Buicks from the CCCA Museum. One was a Black 1938 Buick 44 Special Drop Head built for the Singer family in England. It has right hand drive and it is a work of art. This is Singer as in Singer Sewing Machines.

The second was the 1939 Buick Redfern Saloon Tourer by Maltby. The Maltby Body Works was started in England during the Victorian Era. In 1926 the business was sold to the Managing Director of Johnnie Walker Scotch Whiskey, Mr. Redfern. In 1939 Maltby was commissioned to build this dual cowed phaeton. After it's completion it was shown at the 1939 New York Auto Show. Over the years it has crossed the Atlantic a number of times before the CCCA acquired it in 1992.



Jay Quail, in a 1932 Stutz



From the Klairmont Collection

Do You Know Who these Ladies Are? You Should



Toni Pantoja and CeCe Parker

For 1930, Cadillac cataloged seven Fisher and 14 Fleetwood built-to-order types available in more than three dozen distinct bodies. Discerning customers could also order a chassis to be fitted by the coachbuilder of their own choice. Parisian coachbuilder Georges Kellner et Fils prepared this aluminum-bodied, long-wheelbase three-position double cabriolet for famed banker Baron Edmund James de Rothschild.

Following his death in 1934, the car was used sparingly and stored at one of the two Chateaus Rothschild for special occasions prior to being purchased by collector James C. Leake in 1969. Leake restored the car in 1979. It was purchased by the current owner in 1998.

John Hugh Maltby started a motor vehicle repair garage in the early years of the 20th Century. He held franchises for a number of motor manufacturers such as Morris and Wolseley.

In 1926 or 27 the business was sold to a Mr. Redfern who is recorded as being the then managing director of Walkers Whiskey Distillery. He recruited his two sons, Francis and Henry, to run Maltby's and the company's reputation for quality and innovation grew under their stewardship. During this time the Maltby Redfern model was introduced, the cabriolet versions of which were equipped with Britain's first automatic hood raising and lowering mechanism. The company was sold to Caffyns in 1935.

In 1940 Francis died when a taxi in which he was traveling crashed into road barrier. He was sitting on the rear seat but the impact caused him to be thrown forward through the windscreen. He was taken to hospital but died three days later. He was forty years of age.

They are Toni Pantoja & Cece Parker, from CCCA Headquarters. You have probably talked to them several times but have never seen their faces. While walking around the Chicago Auto Show this year I discovered that CCCA had a display, and Toni and Cece were minding the booth. I discovered later, after talking to Jay Quail, that he had received a phone call from the Chicago Auto Show saying that they had a cancellation and a last minute opening for a display. Jay contacted Steve Murphy, curator of the Driehaus Chicago Vintage Motor Carriage Collection and was able to procure four cars from that outstanding collection. Hats off to all involved!

Tom Roche



1930 Cadillac Series 353 Convertible Sedan



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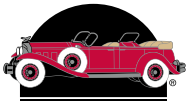
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CLASSIC CAR CLUB OF AMERICA

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	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	

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

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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

As promised, this issue has a little more from Ireland - and an equally interesting story right from my home town. Amazing how one finds the most interesting stories in the most unexpected places!

Ireland was lovely indeed, and I have to thank my contact there - Mr. Anselm Aherne - for making all of those automotive connections for me. Anselm is the editor of the *IVVCC News*, the Magazine of the Irish Veteran & Vintage Car Club - a magazine not too dissimilar from our own Dashboard. It was Anselm who accompanied me to the Mercedes Museum and put me in touch with all the fine car people I met in Ireland. Without his help, I would have been just another tourist on the wrong side of the road.

I have one more Irish story for next time that I think you will find interesting as well. I was going to include it in this issue, but found myself running out of room so it will have to wait. After that, I have no more Irish car stories. Hmmm. I think it's time to start looking around to see where I want to travel to next.

We have debuted the new GIR logo! You'll find it at the top of page 3 and also on the back cover. It comes to us courtesy of Bert Richmond at CCG.

~ *Maureen*

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



*Anselm Aherne, editor and tour guide
extraordinaire, on our visit to the
Mercedes Benz Center in Dublin*

Some feedback on the last issue and ...

Maureen

Enjoyed reading your article and I am very impressed with all the details you picked on the day. So pleased you enjoyed the day and it was lovely to meet up with you

If I ever get to your area I will certainly make contact would love to meet some of your club members also.

Shane Houlihan

... I'm now published in Ireland !

Hi Maureen,

Good to hear from you and to get that copy of Dashboard - with the great coverage of the items on Ireland. I'd like to republish your article on the Kilgarvan Museum (under your byline of course) in an upcoming issue.

I enjoyed reading all of the Dashboard Winter issue. Very interesting. It's certainly a 'pedal-to-the-floor' club, with lots going on.

Best regards

Anselm

WANTED - Interested in writing for The Dashboard?

If anyone is interested in contributing a column (three times yearly) please contact the editor: maureenblevins@yahoo.com. I would like to add a regular column on some aspect of restoring or keeping up your Classic... could be Technical, Restoration, Paints and Finishes related, or ??? Maybe you do auto cartoons, or crosswords. I am open to ideas. Let's talk!

And remember - If you have a car you would like featured, give me a call at 815-483-8216.

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