

The **DASHBOARD**

Winter 2019



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



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LETTER from the DIRECTOR

Dear fellow club members;

Well it's official. By the time you read this our 2019 calendar of events will have drawn to a close. I hope there was at least one event that you participated in. We as a board try to create events that appeal to all segments of our car club community. It's through your input that you provide by filling out our surveys, as well as direct feedback we get from you throughout the year, that we use to formulate what we hope is a successful season.

Your board of managers and I have a little time to rest however. It takes a lot of work by many dedicated, passionate souls to turn out the level of events that make this club special. I'd like to thank everyone who has devoted countless hours this year to make this happen for the benefit of all. Mary Ellen Thielemann, Michelle James, Kim Roberts, Bud Schweppe, John Brayton, Claude Ohanesian, Dan McCarthy, Dawn Collazo, Bob Starzyk, Kelsey Bell, Dave Enger, and Stefanie Passo. It's through your selfless volunteer work that we will continue to flourish as a club dedicated to supporting the institution that makes these cars so special.

I also would like to recognize some members who have devoted their life time to the preservation of so many Classic Cars. At this year's annual meeting we celebrated those who provided the strong foundation this club has been built on for the last 65 years. Please join me and say thank you for all they have done making the Northern Illinois Region of the Classic Car Club something truly special. I tip my hat and sound my trumpet horns to Jim De Bickero, Chuck Kelley, Paul TerHorst, and George Kovanda.

Wishing you continued joy behind the wheel. Thanks for taking us along for the ride.



*COR*Dially,
Russ

INTRODUCTION: THE CLASSIC CAR

by Ron Verschoor, Editor

Sixty years of Classic Cars. And that's just the 60 years that we as an organization have appreciated and enjoyed them. In their own time when new they carried dignitaries and diplomats, heads of state and captains of industry, movie stars and studio heads and, if no one else, the very wealthy. They were the best automotive conveyances available, noted for excellence in engineering, quality, performance, styling or all of the above. Is it really any wonder that an organization like the CCCA sprang up to recognize these distinctive mechanical wonders? Not to minimize the efforts of our Club's founders but historical societies exist for the preservation and appreciation of structural landmarks, so why not the same for the historically-significant automobile? Collectors of art pay thousands, even millions of dollars for paintings; are our Classics any less a form of art? I think not. Just this past year Classics Cars were displayed at the Louvre and, yes, the higher echelon of the Classic Car world can trade in the million-dollar range.

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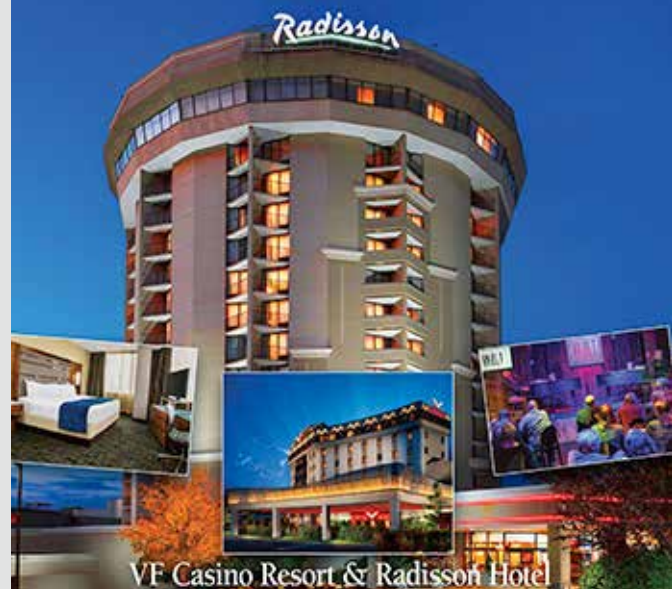
Upcoming Events

November 28 - HAPPY THANKSGIVING!



Drive to the 2020 Annual Meeting

Valley Forge, Pennsylvania • March 25-28, 2020



Geneva Concours d'elegance

Unlike a few past years that we recall, the weather this year was perfect! This year's event on August 25th benefited the LIVINGWELL Cancer Resource Center in Geneva. Featured this year were Stutz, Allard, Fintailed Automobiles, the 100th Anniversary of the Bentley Motor Car Company and a celebration of the Sports Car Club of America's Diamond Anniversary. As always, a few oddities and some fantastic Classics rounded out the show.



1928 Stutz 4 passenger speedster; owner Charles Heller



1932 Stutz 4 door convertible sedan; Driehaus Collection



1919 Stutz Touring; Owner Peter & Pam Hemken



1927 Stutz Black Hawk boattail: late Ed Schoenthaler collection



1930 Stutz Speedster by LeBaron; owner Carl & Carol Jensen



1924 Bentley Tourist Trophy Racer: owner Bill & Sally Hoff



1913 Stutz Bearcat Runabout: owner Chris & Margaret Duhon

Geneva Concours d'elegance



1963 Bentley Saloon Stand steel; owner Wally & Glenadine Ruppert



1936 Bentley Saloon; owner Steve Styers



1952 Allard Roadster; owner Dick & JoAnn Hansen



Another Allard in the winner's circle



1934 Packard Victoria by Dietrich; owner Dennis Sobieski



1932 Packard Coupe Roadster; owner Dave & Kim Shaddock



1920 Locomobile dual-cowl Phaeton; owner Bob & Sheila Joynt



1954 Rolls Royce Silver Wraith; owner Kent Shodeen

Geneva Concours d'elegance

Celebrates Fins, and...



← 1964 Amphicar: owner Jim & Barbara Golomb Of course it has fins - and a rubber ducky for a hood ornament.



1937 Packard Super 8 Rumble Seat: owner Jan & Paul Grant



← Worth a second look was this very unusual four seat motorcycle.

Geneva Concours d'elegance

Seen about town



Fall Tour

This Year's Fall Tour was again to Wisconsin, but in another direction.

Our luck held, weather-wise, and participants enjoyed a sunny weekend. From Schamburg we proceeded to Rockford, IL where our first stop was the Laurent

House - a Frank Lloyd Wright designed home with a fascinating history. Wright was in his eighties when he was asked to design a small home for a young family with less income than he was usually commissioned to do. Kenneth Laurent survived WWII but developed a tumor on his spine. Surgery to remove it left him paralyzed. The story of how the Laurents contacted Mr. Wright, how the house fell into desrepair, and the restoration saga are all fascinating.

Built in 1952, it is the only home FLW ever designed for a person with a physical disability, incorporating wider hallways, bigger spaces for a wheelchair to turn in, no thresholds between rooms to create bumps. Even the furniture in the home was shortened so that Mr. Laurent, was taller than anyone seated around him. When Kenneth and Phyllis Laurent adopted a second child, FLW was consulted and drew up plans for the addition, which was added in 1961-62.



Laurent House exterior - front entrance

This was quite an intriguing fireplace. FLW designed not just the fireplace, but the grate as well - in a typical geometric design, so indicative of his work.

Many thanks to our knowledgeable tour guides: Cathy Junor and Carol Davies



Lunch at GreenFire in Rockford was in a cozy and charming private room. One wall was a wine rack, the opposite wall was glass and open to the kitchen.

An unexpected lunch time bonus was courtesy of Mary Ellen Thielemann who just happened to have a portable thumb drive on her with pics from Pebble Beach! What a nice slideshow we had during our meal.



From Fred Flintstone to Outer Space - this museum has it all



Joseph Stalin's car. You're invited to feel the 3" thick window glass. Car, clothes, and memorabilia of the 'King'-Elvis Presley



Franklin D Roosevelt display and the biggest truck tires ever!

Our second stop Saturday was the Historic Auto Museum in Roscoe, IL. If you have never been there - I strongly urge you to make the trip. Containing more than just autos, it is, in a word, amazing. Annie Oakley's rifle, Jackie Kennedy's clothes, wax figures of Presidents and World leaders, memorabilia from popular television shows we all know, Civil War displays, a racing car room and so much more!

Dinner on Saturday night was scheduled for a local establishment featuring Swiss and Bavarian specialties. Those who attended were treated to entertainment by 'Barefoot Becky'. Becky was certainly barefoot, and played polkas on the accordion all evening. I don't think any of us were quite prepared for the number of people who turned out for Saturday night Polka dancing! *Ah one, ah two...*



Fall Tour



The heavy morning fog was beginning to lift by the time we finished a leisurely breakfast at the hotel and headed to Ron DeWoskin's car collection where it was time for a group photo.

Ron greeted us at the door, providing coffee and cookies in addition to a witty narrative of his collection.



Our most gracious host

1934 Nash Ambassador Sedan



Fall Tour



All of Ron's 22 cars appear to be in perfect condition. (Not sure if he included the little cars in the bottom photo in his count.)

As with most collectors, other automobilia, such as signs, model cars and posters filled out his garage.

Friends for over 40 years, Ron DeWoskin and Chuck Kelley enjoyed reminiscing and recounting some of their good times.



1956 Packard Caribbean Hardtop Coupe. Only 263 were ever built.



1937 Cadillac Fleetwood Formal Sedan



1941 Cadillac 62 Convertible Sedan



1947 Chrysler Woody



Fall Tour



The final stop on our Fall Tour was the New Glarus Brewing Company. Located in a beautiful setting, their self-guided tours are free, but a small charge for tasting. Several people lingered after the tour was over, to have a glass or two of their favorite beers in the outdoor beer garden - a perfect day for it. We also did some shopping in the 'Depot', bringing home a few specialty beers to spice up the holidays.

Afterwards, it was 'time on your own' and several of us spent a few hours browsing some of the specialty shops in town. A bratwurst for lunch did not disappoint - after all, this IS Wisconsin!

All in all, in spite of a glitch or two, a good time was had by all.



Tour Participants: Chuck & Penny Derer, Chuck Kelley and guest, Bud Schweppe, Cheri & Greg Haack, Noreen & Dennis Sweetwood, Maureen Blevins, Kim Roberts, Wilma & Bill Morris, Tom & Jean Roche, Russ Rodriguez and Mary Ellen Thielemann.

Bill and Wilma Morris' Pierce Arrow was the only Classic on tour but Russ Rodriguez drove a 1978 Citroen(nc).

My thanks to Kim Roberts for handling reservations, to Mary Ellen Thielemann for the 'goodie bags', and to Michelle and Robin James for mapping out the tour, even though they could not attend.

-Maureen



Milwaukee Concours

by Tom Roche

We are very fortunate to have 2 very nice Concours d'Elegance shows held within 2 hours of driving time. One in Geneva, IL and one in Milwaukee, WI. The Milwaukee show is held in a beautiful setting in a park adjacent to Lake Michigan. Carol & Carl Jensen are a large force behind this. The cars are arranged in a circular fashion. I highly recommend you take them both in next summer.



*Sheila and Bob Joynt
in front of the Jensen's
1930 Stutz*



1936 Lincoln Model K



*Allen and Nancy
Strong and their
1927 Packard*



1935 Amilcar G36 Pegase



1927 Rolls Royce Phantom I



*1938 Austin ID Cambridge Saloon Owner: Randy Otto,
speaker and performance artist portraying Winston
Churchill in Churchill: Man of the Century. A nonclassic,
but it is the one used by Winston Churchill during WWII.*

Then and Now in Lake Forest

by Charles Falk

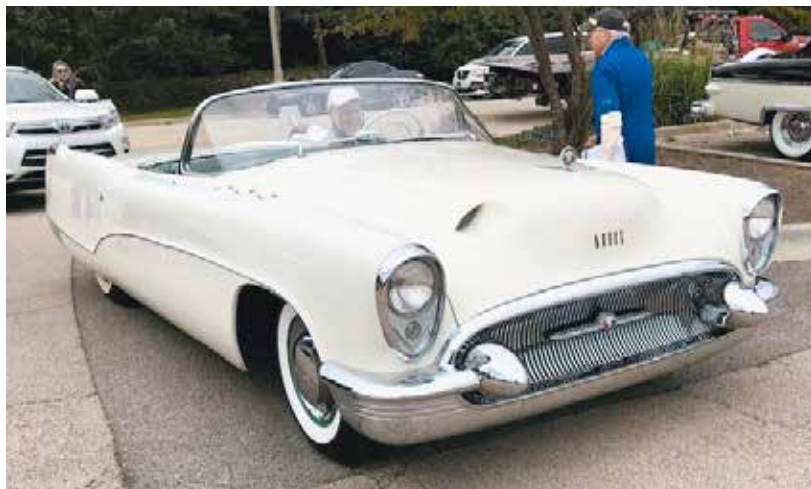
A New Chicago Area Car Show Debuts – The “Then and Now Auto Show of Lake Forest”

Happily, my wife, Joan, and I were able to go to nearby Lake Forest, Illinois on October 13, 2019 as spectators at the newest car show in the Chicago area which was held on the grounds of the city’s West Lake Forest Railroad Station - a highly suitable venue for the event.

The "Then and Now Auto Show" came about when Lake Forest/Lake Bluff Chamber of Commerce leaders concluded that it was time for the return of a significant car show to the area. Members of the chamber reached out to well-known car guys and area residents John Maxson and Ed Russ, for help. After discussion about the focus of the proposed show, both gentlemen agreed to become Event co-chairs.

The sponsors’ aim was to have a unique auto show featuring hand-selected vintage legends alongside luxury superstar cars of today in a pleasant setting. The show didn’t have to be the biggest show in the area but instead, would be one that featured high-quality automobiles of the past and of the present—with many of these coming from the garages of car collectors on the North Shore. Making the show an invitational event enabled coordinators to shape the collection in ways that assured the vision for the show would be fulfilled.

John and Ed defined ten classes of cars to be featured. They then identified ten knowledgeable people whom they



knew and who each would be a Coordinator for one of the classes. The coordinators, in turn, contacted owners of cars that they knew would be suitable for “their” class, inviting them to bring their cars to the show.

The selection process worked well, and on the day of the show, owners brought out 125 great cars to see. This happened on a day when the temperature was below 50 degrees and a threat of rain had been publicized. The spectator count was quite high as well, even though the day was not the best.



Those who came to the show saw vintage classic cars, great examples of the heavily- chromed cars of the '40s and '50s, post-war and newer sports cars, a muscle car or two, some “one-off” show cars, and several exotic, high-end and brand-new Rolls Royce, Bentley, and Jaguar automobiles. Additionally, there was a vintage fire engine from the Marengo Fire Department.

With so many great cars, there were many personal “favorites.” Here’s a few that caught my attention. The 1962 Excalibur Roadster(nc) designed by Brooks Stevens; Greg and Cheri Haack’s Pebble Beach Award-Winning 1935 Packard Coupe Roaster; and the 1953 Buick Wildcat I (nc) GM show car that Joe Bortz drove onto the exhibit field.

While the cars were the stars of this new show, the setting and the amenities created an experience that goes beyond what is available at many other shows. The City of Lake Forest’s co-sponsorship allowed the show to be held in the beautiful and quite new West Lake Forest Train Station complex. Easy to find, it offered excellent parking for show cars and cars of spectators alike. It also provided access to





real bathrooms, and given the weather, many people enjoyed going into the station periodically to warm up.

Other sponsors had displays which added interest. Sunset Foods offered free popcorn and drinks and sold snacks at a reasonable price. Its owners also brought a restored 1942 Chevrolet panel truck to show. Another food truck offered more substantive eats. There was an ice cream vendor there who would have sold more had the day been



warmer. And there was a live band, “The Flat Cats,” which gamely played outdoors.

The show began at 1:00 p.m. and, after the “Mayor’s Award” and a “People’s Choice Award” were given, concluded at 4:00 p.m.

In sum, the sponsors and coordinators succeeded in their goal to present a unique show that featured hand-selected vintage car legends alongside superstar cars of today. Given the success of this shows launch, I assume it will continue in the future; if so, auto show enthusiasts should put this show on their “must see” list for 2020. ##

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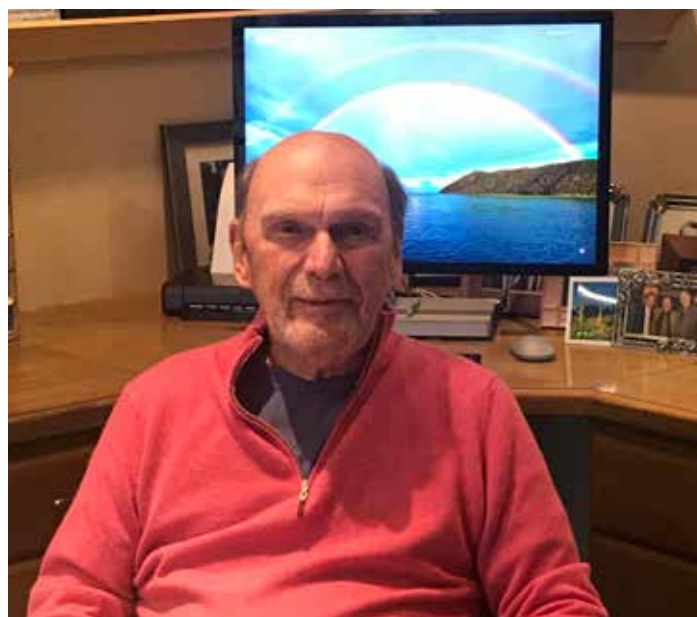
Kent Shodeen's 1934 Packard Convertible Coupe by LeBaron

"I've always enjoyed long hoods" says Kent Shodeen when asked about what makes this car special to him, adding that he always liked the look of its long hood and the sportiness of it. The only other car he may like just as much is his 1931 Chrysler Imperial and for the same reasons.

"In my opinion the '31 Chrysler was the most rakish looking car of that period. The Packard was not far behind." Although he still owns a closed Imperial, he recently parted with his 1931 Chrysler Imperial Convertible Le Baron Coupe.

"This car" he says, talking about the '34 Packard, "looks great and is a pleasure to drive." He purchased the car in 1965, from someone in Minnesota. Someone who, as best he can recall, named Peterson. The car had just won The Grand Classic. It was a "senior car" then and now it's a "very senior car" he says with a laugh. In the years Shodeen has owned it, he has done nothing additional towards restoration. "I just have the pleasure of driving it."

And drive it he did, taking the car on numerous caravans



over the years. "The caravans were always a great time." He recalls, saying how he always enjoyed them. He would take

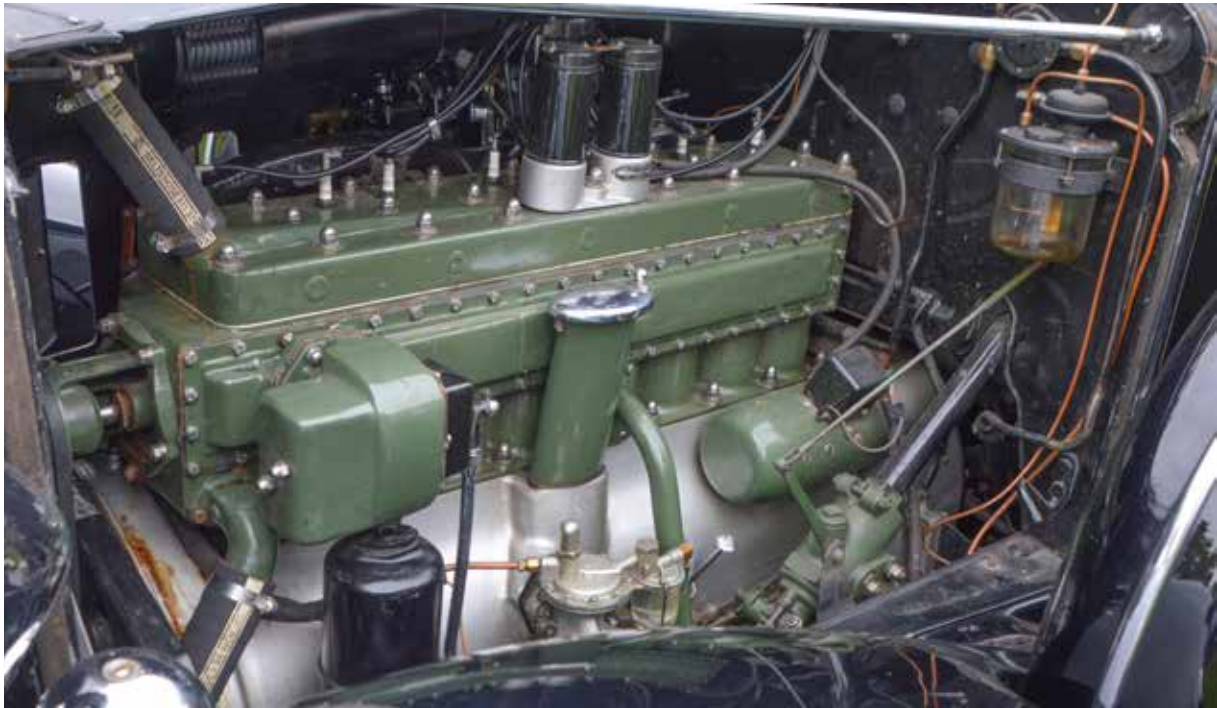


his kids, sometimes even having a second car in the caravan for them. His fondest memories of the caravans are the people he met. He said he got to know a lot of people through those caravans, fondly naming several.

This Packard has an inline straight eight engine, thus requiring that long, sporty looking hood to accommodate it.. Packard's 320 cubic inch inline eight cylinder engine produced 120 horsepower in original form. The smooth running characteristics of the straight-eight made it popular in luxury and racing cars of that era.

It is indeed an elegant looking car, painted in a classic, elegant black, with a rich saddle tan top and rolled and pleated tan leather interior.





A special thank you to Jason Dempsay, Shodeen's longtime car manager for setting up the photo shoot and taking the time to show me the car.



The photos were taken in front of the Ellwood House in DeKalb, IL. The Ellwood House, built in 1879, was the home of barbed wire manufacturer Isaac Ellwood and his family. It sits on ten acres of parkland and contains seven historic structures, including a visitor center.

The mansion is open for tours from March through November. www.ellwoodhouse.org 815-756-4609.



Cover Car Year - 1934

TWA began commercial service on DC-2
halving coast to coast flight time from 36-18 hours.
Alcatraz becomes a federal prison
Al Capone is locked up at Alcatraz.
Songs released in 1934:

"Blue Moon"

"I Get a Kick Out of You"

"Santa Claus Coming to Town"

Stanley cup went to the Chicago Black Hawks

St. Louis (NL) won the World Series

NFL Champions were the New York Giants

Winner of the Indianapolis 500 was Bill Cummings with
a speed of 104.863 MPH

Two of the year's most popular movies both starred
Claudette Colbert. Cecile B. DeMille's "Cleopatra", and
Capra's "It Happened One Night" co-starring Clark Gable.

Chevrolet ads touted "Drive it only 5 miles and you'll
never be satisfied with any other low-priced car" and
"Makes everything else we've looked at seem completely
out of date."

In 1934, we learned to 'Simonize' our cars.

Words first heard in 1934 included: all-wheel drive,
18-wheeler, chef's salad, blastoff, high-energy, negative
feedback, urban sprawl, slice-of-life, turbocharger, pre-
owned, red carpet, rhythm method, newscast, gee-whiz,
autobahn, mobile home, nitty-gritty, one-off, schmaltz,
streamliner, shopping cart, and uptight.



Average Annual Incomes

Chauffeur	\$624
U.S. Congressman	\$8,663
College Teacher	\$3,111
Public School Teacher	\$1,227
Construction Worker	\$907
Railroad Conductor	\$2,729
Steel Worker	\$423
Lawyer	\$4,218
Registered Nurse	\$936
Dentist	\$2,391
Doctor	\$3,382

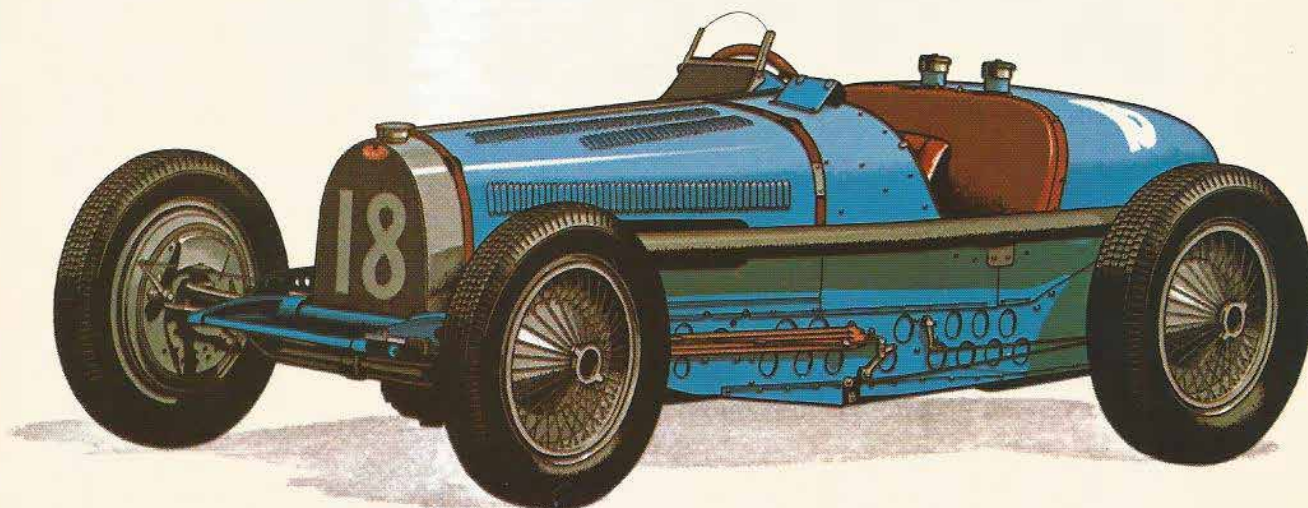
1934 Prices

Bottle of Pepsi	10c
Average income	\$1,601.00
New car	\$625.00
New House	\$5,972.00
Loaf of Bread	8c
Gallon of Gas	10c
Motor Oil 1 quart	15c
Automobile Tires, set of 4	\$6.35
Gallon of milk	45c
Gold per ounce	\$20.67
Silver per ounce	.38
Dow Jones Average	.98
Silver Cloud travel trailer	\$695

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bigdoor.com

If You're NEAR...

by Charles Falk



...the Tampa-Saint Petersburg area on the west coast of Central Florida, I suggest you travel south for less than one hour to Sarasota where you can visit the Sarasota Classic Car Museum. Founded in 1953, this is acknowledged to be the second oldest, continuously operating antique car museum in the U.S. (The Henry Ford Museum is the oldest).

I was in Florida to attend a conference in nearby Clearwater, when I took the time to see this museum. My wife, Joan, was with me and we wanted to see some things in the area before returning home. Two things that attracted us were the fabled John Ringling Estate and the John and Mable Ringling Museum of Art located in Sarasota. (These are the Ringlings of the famed Ringling Brothers Circus.) After learning that the car museum was in the same area, we took that in too—and were happy that we did.

This museum offers visitors the chance to view an eclectic collection—the museum labels it a fantastic menagerie—of collector and special interest cars that well document the history of the automobile from the time of its invention until the present day. At the time that we approached the approximately 60,000 square foot, one level, building, a couple of items caught our eye. First, there was a white 1957 Chevy(nc) Bel Air convertible perched atop a porte cochere leading into the museum's entrance, and, second, a crude approximation of a car that was used by Fred Flintstone and Barney Rubble in the old TV series was near the same entrance. These images telegraph to visitors that this is a place that is, indeed, about cars. Alas, wear and tear caught up with the Chevy and it was removed at some time following our visit; but Fred Flintstone's car remains in place



Sadly, wear and tear caught up with this Chevy and it was removed from it's place of honor over the entrance.

The museum's collection is somewhat "fluid" as it is made up of both museum-owned cars and cars on loan for various purposes. Upon entry, visitors will find approximately 80 cars to examine and admire. And, as with most other car museums, there are a lot of automobile-related exhibits, various "automobilia," and other interesting objects available for view. As one visitor noted: "Be sure you look in all of the nooks and crannies, because there is a lot of interesting stuff there."

The museum's origins lie with two brothers, Herbert and Bob Horn, based in Fort Dodge, Iowa and engaged in the farm and school equipment business there. The brothers were also avid collectors; and their collection grew significantly over the years. In the early 1950's, after visiting Sarasota, the brothers decided to change directions by leaving their farm and school equipment business and re-directing their interest in collecting vintage cars, making it their new line of business. As a result, "Horns' Cars of Yesterday" opened for business in Sarasota in March 1953. Boasting 70 cars and other items of interest, the business was an instant success. Over the next twelve years, the Horns expanded the collection and enlarged the museum. A Music Box Arcade and Nickelodeon Room was added; and rides in several vintage cars were made available. During this time, the Horns also added a cycle collection, and a blacksmith shop and livery stable.

In 1967, the museum was sold to a St. Louis businessman and car hobbyist, Walter Bellm. Mr. Bellm added his 20 vintage cars to the collection and further expanded the building. In 1997 Mr. Bellm sold the museum to Martin Godbey, an avid car collector, who renovated the building and further expanded the car collection. Among the additions were several cars owned by the Beatles, an exotic sports car collection including Jaguars, Maserati, Ferrari; a Shelby GT and a Don Garlits dragster. Many American neo-classics from Ford, Chevrolet, Buick, Cadillac, Pontiac, Chrysler, Studebaker and others have become part of the collection. Additionally, several examples of interesting, but not necessarily exotic, foreign cars are also on display.

From its web site, we learned that: "The Sarasota Classic Car Museum (SCCM) is a 501c(3) non-profit organization which

exists to acquire, preserve, and exhibit the evolutionary, dwindling cars of the 20th Century. We seek to provide foundations for scholarly research and learning programs that inspire an interest in and understanding of the impact of the automobile upon life in America.”

The SCCM seeks to fulfill its mission and realize its vision through the following initiatives.

- To acquire and preserve a valuable collection of cars spanning the entire 20th Century and future.
- To exhibit the collection in an educational and entertaining manner which motivates the young, educates the novice and stimulates the savvy collector.
- To educate the public on the history of the course of development of the automobile and its impacts upon America’s history, society, and everyday life.
- To provide a center for scholarly research in automobilia history and technology.

As noted above, this collection is very eclectic. That is quite true, but to my eye, the museum has no single organizing principle, or theme relative to the cars collected and exhibited. Other collections often zero-in on types of cars (like sports cars or muscle cars), certain-aged cars (like Brassie Era cars, or like the classics from 1915-1948 “Classic Era”), or focus upon certain marques of automobiles.

That no organizing theme is present is not a limitation; it’s just the way things are. In fact, it may be a plus, because the variety of the collection means that any visitor will likely find an example of his or her favorite marque in it. In other words, the museum provides a “something for everyone experience.” Also, as noted, the cars on exhibit rotate from time to time. So, if one doesn’t see some car they particularly like on one visit; they may very well see one on a subsequent visit.

Judging from the museum’s web site, the collection is considerably different (and better) than it was at the time of my visit. A few of my favorites remain, and others are gone.



The 1960’s Iso Rivolta – a rare car which Automobile Magazine called “The Best Failed Automotive Project Ever.”



The 1922 Rolls Royce Silver Ghost once owned by John Ringling, the circus mogul.

In a phone interview, I asked Mr. Godbey, who serves as the museum’s Director, which of all the cars in the collection seems to generate the most interest to visitors. He offered that the following cars are among those that get significant attention.

The Don Garlits dragster, because of Don’s reputation in the drag racing world.

The Shelby Fast Back Mustang

The 1964 Ford Fairlane Thunderbolt 560

The 1954 MG TF, which also had a celebrity owner—AC/DC rocker, Brian Johnson

The 1978 Mazda Cosmo, a low production and very rare “halo” car for the manufacturer.

The 1972 Jaguar E Type Series 3 Convertible.

The 1960’s Iso Rivolta

Space limitations preclude my providing a list of all the cars one would see when visiting this museum. But what follows is a sample of the cars that are or were recently a part of the collection.

1905 Schact

1908 Maxwell

1908 Rambler

1923 Pierce-Arrow Touring – Belonged to Mable Ringling

1923 Jewett Touring

1930 America Austin Convertible

1935 Ford Coupe

1935 Auburn 1936 MG SA Tourer

1940 Buick “Woodie” Station Wagon

1941 Cadillac Convertible

1941 Chrysler “Barrelback” Town and County

If You're NEAR...

continued

1944 Willys military Jeep
1947 Mercury Coupe – customized by George Barris
1948 Cadillac Convertible
1953 Jaguar XK 120
1955 California Special
1957 Ford T Bird
1948 Cadillac Convertible
1957 Pontiac Bonneville Convertible (Fuel Injection)
1965 Mercedes-Benz 230 SL – belonged to John Lennon
1965 Modified Mini Cooper S – owned by Paul McCartney
1969 Lincoln Stretch Limo custom -built for Jackie Gleason
1991 Ferrari 512 TR Testarossa
1995 California Special
2004 Ford GT Test Mule
2010 Spyker C8 Laviolette
...and much more.

In addition to these, still other items in the collection will draw spectator interest. Some of them are noted below.

A vintage biplane
A Century “Woody” speedboat
Vintage motorcycles
Assorted Automobilia
Antique music boxes and cameras
A coin-operated arcade

In one area of the museum, a colorful diorama shows early wagon makers in their shop transitioning their production from horse drawn vehicles to producing early “horseless

carriages.” Essentially, these craftsmen simply mounted an engine, drivetrain, and a few controls in the chassis of one of their wagons, and they had a car.

In 1989, Vintage Motors of Sarasota was founded by Sarasota Classic Car Museum owner, Martin Godbey. Vintage Motors is located on property adjacent to the museum and is a respected dealer in vintage and other collector cars. The proximity of the two enterprises works to the advantage of museum visitors because, after they’ve made their way through the museum, they are invited to come next door and check out Vintage’s inventory. The dealership typically has 50-60 cars on the floor; and seeing them adds to the museum visitor’s experience.

In the Fall of 2018, the Museum announced it was “changing its direction.” They stated that they are about to “...become the first car museum to tell the ‘WHOLE STORY’ of the car, from its inception to the present and beyond. What do we mean? The car evolved to become a necessity, created the suburbs, changed the patterns of courtship, liberated women, and became the dominant force of the nations’ economy. That’s a story most car museums seek to share.”

To communicate this “story,” the museum “...has designated its largest room to become the TIMELINE ROOM which will tell the story of the car from its invention by Karl Benz in 1885 to the present and beyond. The TIMELINE will tell of the evolution of the car, the dynamics of the major players in car manufacturing, sociological and cultural impacts, and environmental issues. The room will



A typical museum display. This one features a pair of 1951 split window Porsches. Both the Coupe and Cabriolet have been fully restored.

be populated with fascinating auto artifacts relating to the timeline.”

Part of the emphasis in this project will be to add focus upon some of the newer collector cars in which millennials have interest. The museum is in the process of blending a collection of thirteen Porsches, dating from 1951 to the present; and is increasing to six the number of Ferrari’s visitors will be able to see.

The New Direction Project is on-going; but will take time to complete. Visitors will see it unfold as the project is implemented.

If visitors would like to get something to eat before or after their visit to the museum, there are at least a half-dozen restaurants with varied menus within a short distance.

If visitors want to pair up their visit to the museum with visits to other interesting sites in Sarasota, there are several options. I mentioned the Ringling Estate and Art Museum previously; and I certainly recommend that. Other options include the following; Sarasota Beaches’ Myakka River State Park, Selby Botanical Gardens, Sarasota Jungle Garden, Mote Marine Laboratory (sea life), and Dakin Dairy Farm

The museum itself periodically opens for special events, including musical and variety shows, many of which are on weekends. Should your visit coincide with one of these events, you could combine your visit to the museum with taking in one of these shows—if what was scheduled appealed to you.

The Bottom Line

I’ve read several critiques written by others who have visited this museum within the past two or three years. The reviews are mixed. Most readily agree that presentation of the diverse collection of cars is a major strength. Spurred on by visitor feedback, the museum leadership has taken steps to improve the facility and to assure that the vehicles and the premises are well maintained. New lighting has been installed to better highlight the cars and other items on display. Air conditioning has been added to areas previous not climate controlled. And work is in progress to provide more information about exhibits to visitors as they move through the museum.

The recent changes and improvement to the facility have addressed conditions I observed on my own visit the museum several years ago. My own bias is wanting cars on exhibit to have some space around them and for good lighting so I can get some good photos that would serve as my memories for a visit.

I do agree with the conclusion of other visitors in that I feel that the cars and the items on display in this museum were well worth the time and admission fees that we paid to

see them. I eagerly recommend that any car enthusiasts who find themselves in or near Sarasota should make the effort to see this museum.

If you go to the museum, you will likely need to spend at least two hours to get the most out of your visit.



1936_MG_SA_Tourer

Sources: Because several years have passed since my visit to the museum, I refreshed my memories of it and gathered new information about the museum from its website and from a telephone interview with Mr. Martin Godbey, who serves as the museum’s director.

Exterior photo by Charles Falk. All others provided by the Sarasota Car Museum

Author’s Note: The only Classics mentioned in this article are the Rolls Royces, the Pierce Arrow, the Chrysler Town and Country, and the Auburn.

Open from 9:00 a.m. until 6:00 p.m.; Monday-Sunday (closed on Christmas Day)

Admission fees:

-Adult:	\$14.85
-Senior (62+)	\$12.85
-Military:	\$11.85
-Child 6-12 years:	\$ 9.25
-5 years and under:	Free

Parking is adjacent to museum premises and free.

Location: 5500 N. Tamiami Trail

Sarasota, FL 34243

Phone: 941-355-6228

Web Site: <http://www.sarasotacarmuseum.org>

WWII Vet's Dream Fulfilled

At long last I've been able to fulfill a World War II veterans dream of having a ride in a Cord automobile. He's been coming to the Oakbrook car shows since 1969 with his daughter Julie.
-Russ

Dreams do come true, even if sometimes, one has to wait a while.

At the 2017 Oakbrook Car Show a woman approached our information booth and asked if there was a chance that anyone would "give a World War II Vet a spin" in one of the antique cars.

Julie Cherner and her father, Cass Cherner, who turned 94 this past August, have been coming to the Oakbrook Show together since 1968. Fifty One Years. It is a father's day tradition they both look forward to.

Word was passed along about the request and Russ Rodriguez, GIR director, gave Julie a call. Russ gave the Cherners the option of a ride in a Chrysler, a Cord, or a Packard. Unfortunately, for one reason and another, it took almost two years to make that ride happen. But happen it finally did and in August of this year, Cass Cherner and his daughter, went for a spin in a Cord.

The Cherners have never owned an antique automobile, although Cass is partial to the DeSoto. They talked about buying one, but "we really have nowhere to put it." Julie recounted hearing tales of her grandfather driving his Model A up to Stevens Point, Wisconsin. A trip that took 10 hours back in the thirties.

She also likes hearing her dad's stories of his time in the war. He was an army gunner with the 2nd Infantry, in five battles, including Brest, the Battle of the Bulge and Normandy, landing on Omaha Beach. He has received two Bronze Stars.



In 2010 Cass was also on an Honor Flight to Washington, which he describes as "one of the best days of my life".

After the army, Cass Cherner became an engineer. "He could tell you everything about every car that ever existed" said Julie, obviously very proud of her dad.

He also added that in 1945, he was employed by Packard, working with parts for dealers.

"We are so grateful to Russ for doing this" says Julie. "It was a wonderful experience."

They were also given a copy of the calendar that GIRCCCA printed last year. "The Cord is September. It is fun to look at that calendar and say, that's the car we were in."



RPM at Mecum Auction

Nick Ellis

When it comes to inspiring and fostering an interest in the collector vehicle passion, few occasions can match the energy and excitement of a Mecum Auction. From the hundreds upon hundreds of gleaming classics to the fast-paced staccato rhythm of the auctioneer's chatter, it's easy to see why so many are drawn to the various locations across the country to witness firsthand as countless vehicles change owners.

Knowing the potential these events have to open the eyes of young enthusiasts to the possibilities within the restoration industry, the RPM Foundation has implemented its "Behind the Scenes" program: Behind the Scenes with RPM – Mecum Auctions brings automotive/motorcycle/marine restoration students, instructors, and mentors together to see up close and personal exactly what goes into the planning and execution of some of the largest vehicle sales in the world.

On Saturday, October 26th, a group of over 30 automotive students and instructors were joined by GIRCCCA members at the Mecum Chicago auction for the Behind the Scenes with RPM program. Guided by Gus Kozarzewski, Mecum's Automotive Collection Specialist, the group was shown the process for valuation and placement of the auction vehicles, marketing materials that are used, and various details like how the enormous main stage is capable of being broken down and placed into a single transport trailer. As an added bonus, a year membership in GIRCCCA was extended to all participants in the program!

Through our partnership with Mecum, RPM is able to offer this program both nationwide and with a frequency that allows us to reach far more young people than our

three-person staff would on our own. The RPM Foundation is proud to be able to work with Mecum Auctions on introducing a new generation of enthusiasts to the world of collector vehicles.

Nick Ellis is the Mentorship & Grants Administrator for the RPM Foundation

www.rpm.foundation



Showing an interest in the classics!



An attentive group (above) as Gus Kozarzewski (pictured below) leads them through the auction process.



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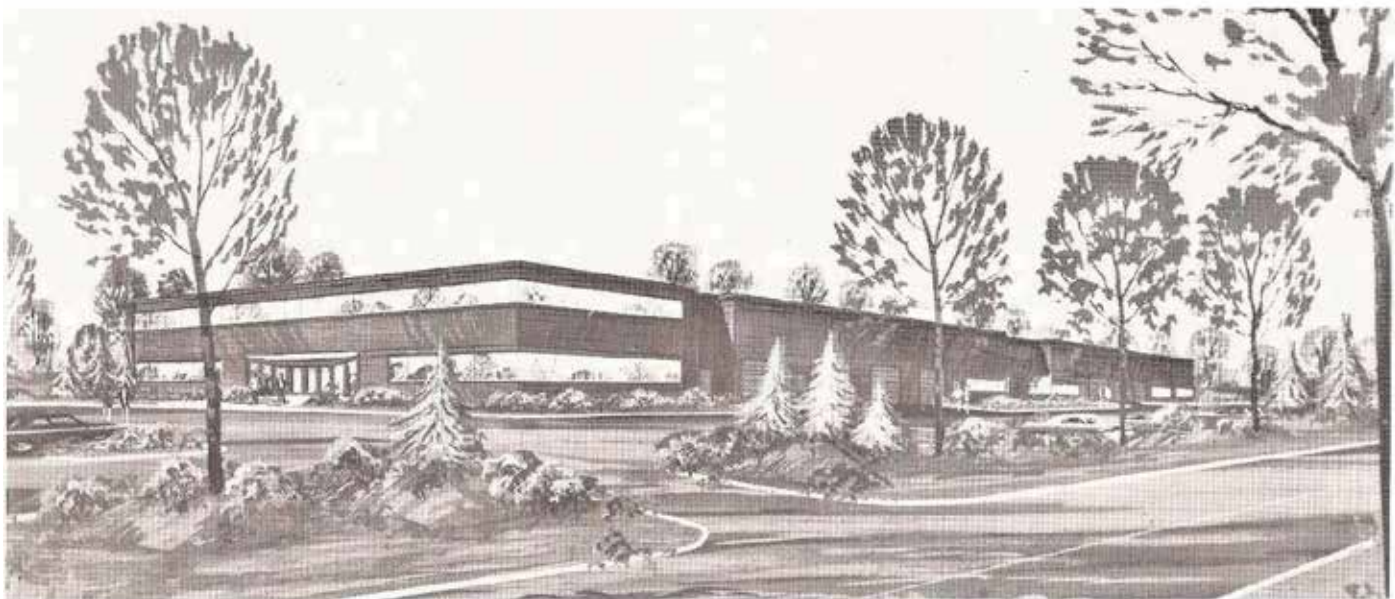
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Approved CCCA Classics

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	

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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.

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

It seems a bit early for this frigid weather, but here we are. We managed to squeeze in our Fall Tour before the snow flew this time around, and I did get the cover car photo shoot done just in time, too. I feel fortunate on both counts!

I hope everyone got their prized automobiles winterized and into storage in time. Not to mention finishing up the yard work and doing all those little things that need to be done before Winter. Or for some of you, before heading South. I managed to accomplish a few chores outside but there are still some that need to be finished. Looks like I'll be doing those in boots and mittens!

A couple of our stops on this year's Fall Tour exceeded expectations. Namely the Laurent House and the Historic Auto Museum. The Laurent House may have been small, but the stories behind it were compelling. As for the Historic Auto Museum, well, if you haven't seen it yet - you should! It is chock full of interesting collections and artifacts.

With the Annual dinner behind us, that concludes our activities for 2019. I have a feeling that 2020 will bring some surprises along with our regular line up of events.

~ *Maureen*

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



Let's hope it's not going to be THIS kind of Winter!

OFFICE HOURS

OPEN Most days about 9 or 10
Occasionally as early as 7, But **SOMEDAYS**
as late as 12 or 1.

WE CLOSE about 5:30 or 6
Occasionally about 4 or 5, But
Sometimes as late as 11 or 12.

SOMEDAYS or afternoons, we
aren't here at all and Lately
I've been here just about all the time,
Except when I'm someplace else.

Found this sign at Ron DeWoskin's garage.

Call for Stories and Ideas

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

And if anyone is interested in contributing a regular column (just three times yearly) please contact me. 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.





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