

The DASHBOARD

Spring 2019



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



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Cover Car Year/1936**20-21**

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LETTER from the DIRECTOR

Hello fellow members,

What's the best remedy for making it through another Chicago winter? It's having a large variety of dates to circle on your calendar so you can start planning 2019's adventures. And to help you do this I am calling your attention once again to our new and improved website for all your fuel-fed needs. Through the efforts of Dave Enger and Stephanie Passo at Detour Inc., along with your board, we have set in motion what will certainly be the "go to" place for finding what's happening around town and even nationwide in the car collector community.

For years Paul TerHorst has provided the source for finding what's going on in the car hobby. You can find all auto related events listed in hard copy form. He distributed this first through US mail, then through email. Your GIRCCCA club has accepted the challenge to fill his big shoes by providing you a one-stop shop. We will continue with Paul's vision.

There are more car-centric activities than ever, all vying for our attention. With multiple events happening over any given weekend it makes sense to see them posted all on one centralized calendar. Whether you want to stay local or travel in the neighboring states, we have it listed. Embracing today's technology, we will be adding events as they are brought to our attention. Please send me any events we may not be aware of. You can do this by emailing me at russ@girccca.com. I will forward to Dave.

There is much to like about the new website. I think the calendar is one of the biggest features and it should drive eyeballs to our site. Once there we can introduce them to the world of Classic Cars and why they are so special to us. Please share this link with others and see what we can do to grow our membership and share the passion. You'll find photos of member's cars as well as the personal stories and histories of these magnificent machines. There's a rich archive of back issues for research and your reading pleasure. We also have a classified section along with advertisements from our valued advertisers.

The site is easy to remember at GIRCCCA.com

I hope to see you down the road soon,

Russ



Jon Freeman, age 71, passed away in February.

He is survived by his sons Jonathan (Michelle) and Dr. Jason Freeman, five grandchildren, and a sister. Jon was the owner of Jack Freeman Trucking for 50 years. Donations to Almost Home Kids would be appreciated.

<https://give.almosthomekids.org/GiveNow>



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CCCA Headquarters has a new home!

3501 Algonquin Rd
Suite 300
Rolling Meadows, IL 60008

Upcoming Events

Sunday, March 31 - Day Tour - Volo Auto Museum & Antique Village - starts with breakfast at 8:30 am. Forms have been mailed. You will also find one in this issue. Guests invited!

Sunday, April 7 - Annual AACA Swap Meet - 8am - 1pm. Don McCue Chevy, 2015 E. Main St St. Charles, IL Chris Schurrer 815-344-3775

May 5: GIR Spring Tour - TBA

June 9 - Third Annual Cars & Cops Show - CCG, 2500 W. Bradley Place, Chicago, IL 60618
Ph: 773.902.1200 info@collectorscargarage.com

Thursday, July 18: 5 -9 p.m. Palos Heights the largest gathering of classic cars in the area!
Contact Bob Starzyk for info 708-334-4848

May 30-June 1 - AACA Annual Grand National Auburn, IN.

May 31 - June 1: Museum Experience, Hickory Corners, Michigan

Sat June 1 Glen Ellyn 6th annual Vintage Auto Fest - 557 Geneva Rd, Glen Ellyn, IL
Contact Jim Manak: 630-858-6092 help@exnet.com

June 9: Elegance at Hershey

June 16: 51st Annual Fathers Day Car Show -- Oakbrook Center - Contact Russ Rodriguez

July 11-14: Chesapeake Bay Region Grand Classic

July 22 - 27 - Rolls-Royce Owners' Club Annual Meet: Detroit, MI area

August 4: Milwaukee Concours d'elegance

August 18: Pebble Beach Concours d'elegance

August 25: Geneva, IL Concours d'elegance

September 14 : GIR/POC Picnic - 11 am - 3 pm

October 18 - 20: Fall Tour - TBA

November 17: Annual Dinner

Fall Tour



Our Sunday tour group in front of the Driehaus mansion on Lake Geneva. Five vintage cars made the tour - 4 of them Full Classics.

The 2018 Fall Tour was by all accounts, a success. The group met on a pleasant Saturday morning at The Corner Bakery in Schaumburg for coffee and breakfast before hitting the road. It was a pleasant drive across the state line into Wisconsin where our first stop was The Mecum Auction Warehouse.

Dana Mecum was a most gracious host, providing us with refreshments and mementos of our visit. Following our tour of his warehouse, we caravanned over to a second facility, and then over to his home where we viewed his private collection. It was while we were there that Winter decided to make an appearance, blowing sleet and snow and whipping up the waters of the lake to some formidable whitecaps, making us all a little nervous as our next stop was a boat ride.

Fortunately, during lunch at Gordy's Boat House Cobalt Lounge, the boat tour company called and canceled that event, saying they preferred our safety over the tour. It was much appreciated as we all breathed a healthy sigh of relief.

Dinner that evening was a full blown traditional Italian style family dinner at Sweet Aroma. I lost track of the number of courses we were served and barely had room for

dessert but who can say no to a cannoli?

Our overnight stay at Lake Lawn Resort was comfortable, and after a leisurely breakfast we were on our way to the Driehaus Mansion, one of the most fabulous homes on Lake Geneva, where we were given a tour of the grounds. Before the tour started, we had a photo shoot. Those with vintage vehicles had their individual pictures taken in front of the fabulous mansion, and then we were all assembled for the above group shot.

While there we were again provided with refreshments and souvenir cookies shaped like cars. Our very thoughtful host provided a couple of golf carts to transport anyone who might have any trouble walking the expansive grounds.

Lunch was another waistline expanding experience at Cafe Calamari, complete with a guitarist to provide entertainment.

Our tour wrapped up at Black Point, an historic summer 'cottage' built by Chicago beer baron Conrad Seipp. Our tour guide was incredible in her detailed knowledge and recall of the home and its inhabitants.

As the tour wound down, participants drifted away, to make our own routes home at our leisure.

Fall Tour - Mecum



(above) Outside the Mecum Auction House: Tim Heywood's Packard 900 Coupe Sedan.



(above) Just a few of the cars ready for auction.

(below) Another garage holds a mix of personal and auction-ready



Inside Mecums: Not just cars but vintage, collectibles, an impressive assortment of neon, and even ... a horse. Of course.

Mecum Auctions has come a long way since their first auction in Rockford in 1988. Dana, his wife and their four sons still run this family business. Ten years ago "we had 9 or 10 employees. Today there are 125 office workers who get 300 - 400 phone calls a day, and about 250 employees. We average one new employee a week. If they're not car people when they start working here, we turn them into car people" he says.

On our tour, Chuck Kelley reminisced about being at that very first auction. Kelley and some friends ended up buying six cars. "Dana thought we were the greatest guys around" Kelley recounted with a laugh.

Personable, with a sense of humor, Dana Mecum was asked about his success. Although a lot of factors contribute to their growth, he acknowledges "We've done a good job."

A glimpse into Dana Mecum's personal collection (below)



Fall Tour - Driehaus Estate



First known as Wadsworth Hall, the estate is now known as Glanworth Gardens, renamed in honor of Richard Driehaus' mother's birthplace in Glanworth, County Cork, Ireland.

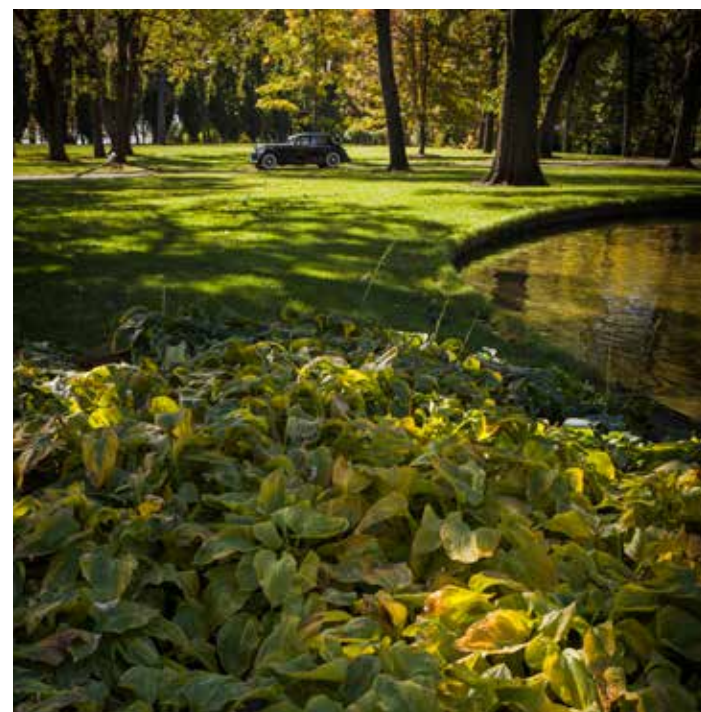
The first time Richard H. Driehaus came to Lake Geneva, he was a college student at DePaul University in Chicago. One summer on a short trip with a group of his fraternity brothers, they took a boat ride from the Riviera Docks. His strongest memory of the trip is staring in awe at the opulent estates lining the shore. "I was so amazed at these buildings," he remembers, "and I was wondering if we could walk on the grounds." More than 30 years later, he would purchase possibly the grandest of those historic Geneva Lake estates.

Originally completed in 1906, Norman Wait Harris, founder of Harris Trust and Savings Bank, and his wife Emma Gale Harris commissioned the Georgian Revival mansion which was breathtaking even by opulent Gilded Age standards. The main house, commissioned as a Lake Geneva summer residence, contained 13 bedrooms and was sited on nearly 40 acres of land with 800 feet of lake frontage.

Driehaus was undaunted by the condition of the home when he bought the estate in August of 1998, which was suffering from decades of deferred maintenance. Richard Driehaus' summer birthday parties are the stuff of local legend. A theme is chosen, a substantial

guest list drawn up, invitations (some of them award-winning) are sent out, a high-profile performer is invited and no expense is spared. No two birthday parties are ever the same, but the evening always culminates in a spectacular fireworks display.

Although our group was not given entry into the house, we were given a guided tour of the grounds. They are indeed spectacular.



Fall Tour - Black Point

Built high on a bluff overlooking Geneva Lake, Black Point was a "summer cottage." The Queen Anne style mansion features a nautical-themed, four-story, "crow's nest" observation tower, and post-civil war-era furniture.

Designed by Adolph Cudell for the Conrad Seipp Family in 1888, it had 13 bedrooms and one bath and at the time could be reached only by boat. Conrad and his wife had three children and the house remained in the family for four generations.

The home is a time capsule for historians. The original furnishings remained in the house while each generation added its own touches. Everyday household items range from Victorian to modern but share the same family provenance.

Seipp's great-grandson, William O. Petersen, donated the 20-room house, grounds and furnishings to the state of Wisconsin in September 2005 for use as a historic site. It was listed in the National Register of Historic Places in 1994. Today, the state of Wisconsin owns the property and leases it to the Black Point Historic Preserve, a nonprofit organization which manages the property.

Conrad Seipp was a German immigrant who started making beer in Chicago in 1854. Dominating the Chicago beer market by the late 1870s, Seipp was among the largest breweries in the U.S., producing over 100,000 barrels a year.

After Conrad Seipp died in 1890, the company merged with several smaller Chicago breweries.

Below, a doll house built for the Seipp children. Right, the formal dining room expandable table - with 20 chairs.



Mecum Auction

As part of our Fall Tour we visited the Mecum Auction Warehouse, which no doubt inspired some of our members to check out the Auto Auction held in Schaumburg's Convention Center in late October of 2018.

Charles Falk was one of them. He and his sons spent an afternoon at the auction. "It's my third year to attend this auction. But, this year's experience was more meaningful after we spent last weekend at the company's headquarters and at Dana Mecum's Estate.

Two of our sons, Bryan and Keith, joined me at the auction. If so inclined, we could have bought a red '72 Vette and a yellow '79 Vette like ones we once had.

As in the past, I guessed wrong on the prices I thought each car would bring. The late Walter Payton's Silver '79 Porsche went for \$295,000. The darker blue '71 Vette went for \$160,000. Camaros(nc) and Mustangs(nc) were hot, hot, hot. Many cars received stunningly high bids which weren't high enough to get the seller to let them go.

About 930 cars crossed the auction block so, if nothing else, this was a great car show."



Photos by Charles Falk



THEY 17

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Greater Illinois Region Tour to the Volo Auto Museum Sunday, March 31, 2019



Do you have a case of the winter blahs? Cabin fever because you can't drive your Classic Car? Come join the Greater Illinois Region for a visit to the Volo Auto Museum and Antique Mall! There is something at Volo for everyone: special cars to see or buy, plenty of shopping in their antique mall, cars from the movies, a military museum, and kid-friendly antique coin-operated rides. We will meet at 8:30 am at the Corner Bakery, 1901 Woodfield Rd., Schaumburg, for coffee and sweet rolls, and at 9:30 will depart for the Volo Auto Museum, via Rt. 12 to their location at 27582 Volo Village Rd., Volo. The museum opens at 10 am and after admittance, you're free to roam the grounds. At 12:30, we'll go to Bobby's Barrel Inn, a half mile down Volo Village Rd., at 35009 N. Gilmer Rd., Round Lake, for lunch on your own. Their specialties are homestyle American fare, draft beers & cocktails served in a cozy, old-fashioned atmosphere. It is an area favorite.



Since the museum is open until 5 pm, if anyone would like to return to the museum your ticket is good for a return visit that day.



This is a child-friendly event! Children and grandchildren are welcome. They are the future of our hobby!

Registration: \$15.00 per car • Admittance: \$7.50 per person • Children under 5 are free.

Name: _____ Phone: _____

Email: _____

_____ Registrations @ \$15.00 per car \$ _____

_____ Attendees @ \$7.50 per person \$ _____

Total \$ _____

Please fill out the attached registration form and send to Michelle James, 2017 Judd St., Darien, IL 60561 by Monday, March 18.

Still Want in? Call Michelle 630-468-2043 OR michelle@apprizepromo.com

Color - Make it or Break it

by Paul TerHorst

It's a beautiful day, you're strolling along a row of beautiful classics. At peace with the world, smoking your cigar. Then you see it: Why did the owner paint it that horrible color? Furtively, you glance at your buddy standing next to you: Do you agree? He nods in agreement.

Regarding color, First some basic rules - When you paint a car, pick a period color for a Classic Car. Perhaps the original color. Also, there are some beautiful dark blues, greens, maroons, etc. Generally they are rather subdued although cream was a popular color. Packard used cream, in almost all cases, only on their open cars, but never on a sedan. In other words, a light color makes a car look larger and a darker color is much more subdued. And never, never use red except perhaps on race cars such as Alfas or postwar Mercedes (exception-the Gullwing models). Of course, there are exceptions. My Cream 35 Auburn looks great (I've had many compliments.) I used red only on the pinstripe and a red leather interior, complementing it with a contrasting black top.

And while we are discussing colors, never use whitewalls on some cars - pre war Rolls Royce or Bentleys or any truck. As kids we never saw whitewalls on a truck. My pet-peeve is whitewalls on a Model A Ford (nc). Who are you kidding - it's not a deluxe car.

Which brings me to my next point. A light color will only work on a smaller car (not white or red) Exception-Some classic sports cars-like Alfa Romeo, etc. but if you have a sedan-no, no, no.

If you look at the spectrum of the color chart, reds are at the bottom of the list. Translation: Keep your distance when the car/truck in front you starts braking.

What color did you paint your car?



Annual Meeting

by Carrol Jensen



Scottsdale seemed the perfect location for a CCCA Annual Meeting to be held in conjunction with the famed auction week. For years our members have said “We are here anyway, can we have a meeting here?” and so we did! Our host hotel was the Scottsdale Resort at McCormick Ranch. Many commented on the wonderful staff and rooms, and the great central location that was enjoyed by all.

We started the week on Monday with the Grand Classic and 14 cars to be judged and another dozen or so for Exhibit Only. The Warshawsky Best of Show Award (and future cover car of your Handbook & Directory) went to a beautiful 1935 Duesenberg Bohman & Schwartz Berline, owned by member Rob Hilarides from California. Illinois Region member Lee Gurvey displayed his 1947 Cadillac and Carl and I displayed our 1948 Jaguar that many members saw on the fall GIR event.

Wherever an annual meeting is held, coordinators always try to include some local flavor and fun and that is exactly how Jay Quail set up the Regional Awards banquet on Wednesday night. Cowboys and Classics was the theme, and everyone was encouraged to dress the part. It included entertainment from a singing cowboy and his horse during the cocktail hour before we went in for a true southwest dinner of steak grilled with a CCCA branding iron and all the fixin’s of corn on the cob, beans, mac and cheese, etc. and ended appropriately with cherry cobbler.

The mornings were spent in a variety of business and member meetings. Some of the highlights of the week

included a Tuesday lunch and a tour of the famed Musical Instrument Museum; a location that should not be missed on any trip to Scottsdale. This beautiful architectural wonder is home to instruments from all around the world from all periods of time and are displayed magically throughout the building with easy to use interactive displays. All members were part of a docent led tour and then had time to enjoy



CCCA President Carrol Jensen presented the awards. Here Ken Dennison receives a First Place Trophy

and walk around on their own and view the demonstration room where yes, they could try out a variety of different instruments.

After business meetings on Wednesday, we were off to another tour and lunch at the 16,000 sq.ft. Wrigley Mansion (the smallest of William Wrigley Jr’s 7 mansions). Sitting atop a 100 ft knoll with views of both Phoenix and Scottsdale, the view of the Arizona Biltmore Hotel is poignant because Mr Wrigley owned it! The mansion took over 2 years to construct, from 1929-1931 and cost 1.2 million dollars. It has 24 rooms including 12 bathrooms and much of the beautiful Spanish colonial tile was shipped to Phoenix from a Wrigley owned tile factory in CA; hauled by mules.

Other than the opportunity to meet and greet friends and spend time enjoying all things automotive, the other benefit of attending a CCCA Annual Meeting is that you visit collections not normally shown to the public. We were delighted to have 3 such collections open to us starting on Tuesday with Bill Pope. The Pope collection has examples of Bugatti, Voisin and Ferrari as well as a wonderfully fun collection of pedal cars. On Thursday we saw the not yet open Janet Cussler Collection. Janet and Clive have created a new collection in Scottsdale with fabulous brass era and Full Classics, including a 1921 Stutz Bulldog.

As our final event, on Thursday night we were off to the RM Sotheby Auction at the Biltmore Hotel with priority seating and free bidding passes for those out shopping. Friends from the WI Region purchased a 1937 Packard Coupe at the auction and are excited for the spring so they can get out and drive it.

I say it after every Annual Meeting; if you have never attended, you don’t appreciate what you are missing, and you should make every attempt to join us next time!

Watch your publications for information and updates on our 2020 Annual Meeting! You don’t want to miss it!

1931 Deussenberg – J-338 AW Phaeton LeBaron, owner Aaron Weis of California

1936 Packard 1401 Coupe Roadster, owner Steve Snyder

photos provided by John Ossenfort, AZ Region

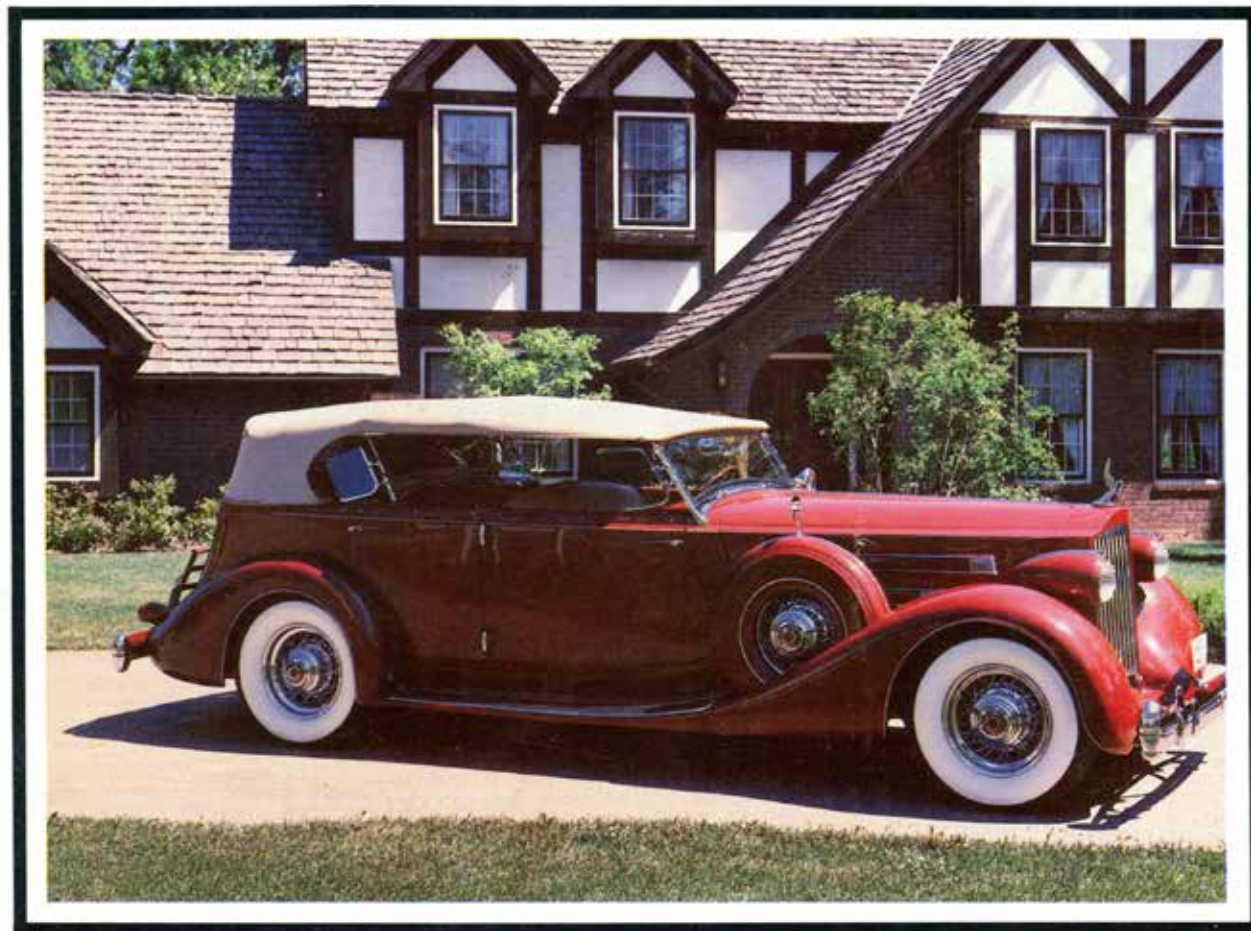


Clive Cussler's 1921 Stutz Model K Bulldog Tourer, the oldest car at the Grand Classic. Photo by Carrol Jensen. All other photos provided by John Ossenfort, AZ Region CCCA





The Dashboard



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THE GREATER ILLINOIS REGION
BRAVES SOULS TOUR--1980

Our annual "Brave Souls" Tour was held on April 5 this year and we were blessed with beautiful weather.

We began at the showrooms of Elite Rolls-Royce in Glenview, & then motored through the area to the "Lambs Farm" where live rams, sheep and ponies amused the youngsters and the "gifte shoppes" attracted the oldsters. The proceeds of sales of puppies, gifts, etc. benefit the mentally retarded youths who live there.

We then motored to the Glenview Country Club for a nice lunch and conversation--about cars, of course. New cars seen include the sporty 1929 Packard 626 convertible coupe, a 1932 Packard 902 5 pass. coupe of Bob Achor and a very nice 1947 Cadillac 62 convertible (NC) of Dr. Elson.

Story and photos by:
--The lineup. Bob Achor

The Cover Car for March-April 1980 was Walter Cunny's 1935 Packard 12 Dual Cowl Phaeton. It received 100 points at the 1979 Indiana Grand Classic - Best of Show. Walt bought the Packard from Jay Gross. In the 1950's it was owned by one David Dangler of Lake Forest. Under Walt's ownership, the Packard received a frame-up restoration over a period of five years.

Regional Director was Ray Levy and Dashboard Editor was Bert Eisenhour.

The club schedule for the year included an April tour, judging school, a GIR concours in May, the Fathers Day Oakbrook Show, and various other activities.

Reprinted was a letter from the Packard Motor Car Company dated March 28, 1930 quashing a rumor that Packard was moving to equip all it's automobiles with Diesel engines. "This rumor probably arises from our development of the Diesel airplane motor, coupled with the fact that a Packard owner recently drove his car from Indianapolis to New York powered by a small Diesel motor.

"It is, obviously, possible to drive any automobile with a Diesel motor. We do not know any way to do so and attain results that are in any degree comparable with the results now attained with present motors. We do not believe Diesel type motors will ever supersede gasoline types - certainly not within five years. "

Famed auto designer Raymond Dietrich dies

ALBUQUERQUE, N.M. [AP]—Raymond H. Dietrich, an automotive designer whose work was widely copied on the classic luxury cars of the 1920s, is dead at age 86.

Dietrich died Wednesday evening at his home here.

He was credited with designing the flowing, elegant body lines used on such American cars as the Lincoln, Packard, Pierce-Arrow, Chrysler, Cadillac, Franklin, and Duesenbergs, and foreign cars such as Mercedes, Fiat, Hispano-Suiza, and Isotta-Fraschini.

Dietrich designed cars for Al Jolson, Rudolph Valentino, Gloria Swanson, and the maharaja of Baroda, India.

One of his last creations was an \$87,000 Lincoln parade car used by Presidents Harry Truman and Dwight D. Eisenhower.

A native of Brooklyn, N.Y., Dietrich moved to Albuquerque in 1969 and began designing an electric car that would generate its own power.

DIETRICH BEGAN his career in 1913, earning \$9 a week as an apprentice to Brewster and Co., then a prestigious carriage and coach builder in New York. Eventually he founded his own design company, LeBaron Carrossiers, Inc.

During World War II, after the Depression had virtually ended classic car designing, Dietrich turned to designing Signal Corps mobile units, trailer ambulances, and bomb clusters.

Dietrich was the first man to be given honorary membership in the Classic Car Club of America. He was a member of the Automotive Hall of Fame, Walter P. Chrysler Club, and the Antique and Classic Car Club of Canada.

Survivors include his wife, Marion, a son, and two daughters. Memorial services will be held Saturday.



1936 Packard 1405 Super Eight Stationary Victoria by Rollston

In December 1935, New Jersey industrialist Arthur McEwan ordered a new Packard to replace his 1931 Packard Rollston Convertible Victoria. He had a new 1405 Packard chassis shipped from the Detroit factory to the custom coach house of Rollston in New York City.

Apparently, Mr McEwan loved the styling of the 1931 Victoria so much, that he requested Rollston's head designer, Rudy Creteur, replicate the lines of his old car on the newer, streamlined 1936 design. Not an easy task, but Creteur brilliantly merged the hood and body line to make the transition.

One significant difference was that, since McEwan had never lowered the top on the 1931 car, he requested the new one have a "fixed" top, that is, a convertible top that was permanently in the up position.

The new car was delivered in February, 1936 and sold as a "Stationary Victoria, Job #580", featuring pontoon rear fenders, lowering quarter and rear windows, an elegant trunk, beautiful wood top structure with long Victoria doors and a sleek low roof line. Desert Sand and Pyramid Gray are the car's original colors.

In 1968 Rudy Creteur sought to purchase the car, which was in need of a full restoration but he ultimately declined when he found that the owner's purchase price was twice what Rudy had sold it for brand new.

The first showing with this car for the Strongs was at the 2018 Concours d'Elegance of America at St. John's where it received The Lion Award, Rollston Coachwork. The Strongs bought the car in 1994 and Allen says he spent the next 20 years trying to find the history and pedigree of the car and just could not. He could find no old photos, and there was no mention of the car in coachwork books. He ended up piecing together its history via previous owners.

Bayard Baddenhausen grew up in Philadelphia in the late 20's and 30's. His father was an engineer with an affinity for fast, expensive cars and owned several across the years. Bayard developed a passion for Classics. In the 30's and 40's he bought up a number of old cars and restored them. After college, he became a professor. Marriage, a family, and a career as a psychologist took up his time and he gave up his



cars. However, in his late 80's and retired, he realized he still had that passion so he started writing about classic cars. His series, "A Passion for Classics" was published in the CCA Metropolitan Region. Allen Strong was following that series and lo and behold, in one of the articles, he spotted a photo of his car.

Bayard had himself owned this car and provided documents. He had bought it in 1946. The original owner was Arthur McEwan of New Jersey. McEwan had 7 brothers, and they all loved Packards. Together they owned 47 of them, many of them custom Rollstons. The McEwans could never quite part with their cars, if they didn't trade it in, they just 'passed it on to a less fortunate McEwan'. When McEwan traded in this particular car he received an \$845 trade in allowance.

Allen Strong and Bayard Baddenhausen went on to become friends and upon Baddenhausen's death, his family passed on his archives to Allen.



These photos were taken around 1946, when Bayard Baddenhausen owned it





Super Eight 1405 Series
(8 cyl., 384.8 cu.in., 150 h.p.; wb: 144 in.)
Touring
Sedan
Sedan Limousine
Convertible Sedan
Town Car

The Rollston Company was an American coachbuilder producing luxury automobile bodies during the 1920s and 1930s that were readily acknowledged to be of the very highest quality. The business began as a repair shop at 244 West 49th Street in Manhattan. Their first factory was in a building on West 47th Street, later expanding to all its four floors, utilizing 48,000 square feet. Rollston built bodies for chassis supplied by Bugatti, Buick, Cadillac, Chrysler, Cord, Duesenberg, Ford, Hispano-Suiza, Lancia, Lincoln, Mercedes-Benz, Minerva, Packard, Peerless, Pierce-Arrow, Rolls-Royce, Stearns-Knight and Stutz.

From their very start, Rollston specialized in Town Cars or Town Cabriolets, a limousine that features an open chauffeur's compartment and leather-covered, closed rear



Photos provided

quarters. Although it appeared to be a series-built body, in fact each one was custom-built to order, displaying subtle differences from one body to the next such as in the arrangement of the window surrounds or beltline molding.

After bankruptcy in 1938 some of the same owners began a very similar business under the name Rollson. After 1945 their manufacture of car bodies ceased. They produced not car bodies but switched to small metal components for ships and fuselage sections for aircraft. Luxury ships, yachts and private aircraft were fitted out.

Harry Lonschein was an ambitious 16-year-old Romanian immigrant when he became employed by Brewster & Co., another custom carriage maker and automobile coachmaker. At that time Brewster was making the transition from one of the country's oldest carriage makers to one of its first automobile body builders. Lonschein, Sam Blotkin and Julius Veghso formed the Rollston Company. They paid homage to their favorite chassis by naming the firm after it. Packard would become their best customer and over the next 20 years the vast majority of the 700 bodies built by the firm would appear on Packard chassis.



Cover Car Year - 1936

1936 was a leap year starting on a Wednesday.

Jan 4: Billboard magazine publishes its 1st music hit parade

Jan 31: "Green Hornet" radio show is 1st heard on WXYZ Radio in Detroit

Feb 15: Hitler announces construction of the Volkswagen Beetle (the People's Car, aka the Käfer Beetle)

Mar 4: 1st flight of the airship Hindenburg at Friedrichshafen, Germany

June 30: Margaret Mitchell's novel "Gone with the Wind" published

August 1: Adolf Hitler opened the XIth Olympiad.

The 1936 Olympic Games saw its share of firsts. Not only was it the first Olympic Games broadcast on television, but athletes ran the traditional Olympic torch relay for the first time at the games. Because the Nazis revered the ancient Greeks as the forerunners of the Third Reich, 3,422 Young Aryan runners were allowed to carry burning torches 3,422 km from Mount Olympus through Bulgaria, Yugoslavia, Hungary, Czechoslovakia and Austria into Berlin's stadium.

Forty-nine athletic teams from around the world competed - more than in any previous Olympics. For the first time in the history of the modern Olympic Games, people called for

a boycott of the Olympics because of what would later become known as human rights abuses. Although the movement ultimately failed, it set an important precedent for future Olympic boycott campaigns (2008 and 2014).

Individual Jewish athletes from a number of countries also chose to boycott the Berlin Olympics or Olympic

qualifying trials. As a token gesture to placate international opinion, German authorities allowed the star fencer Helene Mayer to represent Germany at the Games. Mayer was viewed as "non-Aryan" because her father was Jewish. No other Jewish athlete competed for Germany in the Summer Games. Mayer won a silver medal in women's individual fencing. Jesse Owens, an American, won four gold medals in the 100m, 200m, 4x100m relay and long jump in the summer Olympics

The Berlin Olympics were the last to be held for the next twelve years.

The 1936 North American cold wave ranks among the most intense cold waves in the recorded history of North America. The Midwestern United States and the Canadian Prairies were hit the hardest. Only the Southwestern U.S. and California largely escaped its effects.

February 1936 was by far the coldest month in this severe winter and was the coldest February on record in the contiguous U.S. Nebraska, North Dakota, and South Dakota had their coldest month on record. McIntosh, South Dakota sank to -58 °F, and Parshall, North Dakota hit -60 °F. An unofficial reading of -60 °F also was recorded in Jordan, Montana. At Devil's Lake, North Dakota, the average temperature for five weeks ending in February was -21 °F.

Skis had to be used in rescue operations as a succession of snowstorms hit the Pacific Northwest states and much of the nation east of the continental divide. By the middle of the month, all schools in the Midwest, Great Plains, and Pacific Northwest were closed by deep snowdrifts. Health care was affected by a shortage of serum. Many remote South Dakota towns did not have outside contact for several weeks.

At the peak of the cold wave, only two days of supplies were in inventory at many stores in the plains states. As far south as Richmond, Virginia, rivers were completely ice-bound.



...But too young to drive



The 1936 Packard 12 Convertible Victoria for 5 passengers



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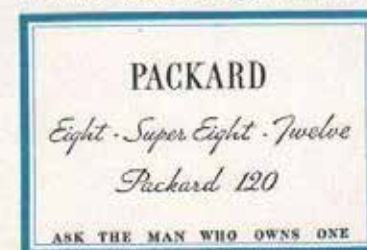
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And the birthright that belongs to every Packard also explains why the new, lower-priced Packard 120 (in the

\$1000 price field) was greeted so enthusiastically that Packard has been forced to more than double its production.

In the new Packards for 1936, Packard superiority is more in evidence than ever. You will notice it when you see these cars, when you drive them— and most of all, when you own them.



If You're NEAR...

by Charles Falk



...**Central Wisconsin**, I recommend that you find your way to the small town of Hartford and the Wisconsin Automotive Museum. Hartford lies about 45 minutes Northwest of Milwaukee on Hwy 60, just a short drive west from its junction with I-41. If you are a fan of vintage or collectible automobiles, it will be worth the trip.

This museum is also known to some as the “Kissel Museum” - named after the Kissel automobile that was manufactured in Hartford from 1906 through 1931. There is more to the museum, but the Kissel is the principal marque featured in it. Frankly, until I caught a program on cable television that told part of the “Kissel Story,” I’d never heard of a Kissel automobile. But, soon after learning about the Kissel, I knew I had to go north and see the museum.

To that end, my wife, Joan, and I put a short tour itinerary together that would take us to Hartford—and to a couple of other places along the way in which we had interest.

The museum’s Web site describes the Wisconsin Automotive Museum as a place where “History comes alive...showcasing transportation history.” Wisconsin’s largest auto museum, it features an ever-changing display of classic and vintage autos and artifacts plus “the largest assembled group of Hartford-built luxury automobiles.”

It was a surprise to learn that the facility in which the museum is situated is not the original Kissel Manufacturing Company building. As it turns out, the original building was located six blocks east of the museum on Highway 60 and it no longer exists. The museum portion of the present building was built in 1942 and was used as a production facility of Chicago’s Libby, McNeil and Libby Company to can vegetables that were marketed under the “Libby” label. The transportation museum opened in 1986 with 46 cars on its first floor. Later, a second floor space was remodeled and this change expanded the museum’s display capacity to

about 110 cars. At any one time, anywhere from one-half to 60% of the vehicles on display are on-loan - the balance being museum owned.

The museum is a private, non-profit organization. It is not owned by one individual and operates with a board, who appoints an Executive Director who oversees operations. A living descendant of the original Kissel family is active in museum leadership. The museum’s funding sources are: admission fees, gift shop sales, and event revenue.

In looking ahead, the museum’s intention is to continue its focus upon Kissel and other automobiles. It plans to leave showcasing other aspects of transportation to other museums.

While the museum’s main focus is on the Kissel automobiles, other occupants of the space add interest to the museum and broaden its appeal to more potential visitors. Examples:

- The Nash Car Club of America has space within the museum “dedicated to these Wisconsin based vehicles and related memorabilia.”
- The Hudson Essex Terraplane Historical Society maintains space as well.
- The Southeastern Wisconsin Short Track Hall of Fame also displays vehicles.
- The museum is home to, and showcases, the 1913 #1003 steam locomotive (housed indoors) and related railroad memorabilia.
- A display featuring outboard motor boat motors manufactured by Kissel and its successor companies from the 1930s through the 1990s.

- A large (about 60 feet x 25 feet) model railroad display layout that models one found in the East Coast offices of the Lionel Corporation.

- Automobilia – vintage license plates, gas pumps, oil cans, signs, art objects and the like.

Who or what was Kissel?

The Kissel Motor Car Company was formed on June 5, 1906 in Hartford by Ludwig “Louis” Kissel and two of his sons, George and William, to engage in automotive and truck manufacturing, choosing to use the family name in branding its products. The company’s primary aim was to custom build high-quality automobiles, hearses; fire trucks, taxicabs, and trucks from a plant located at 123 Kissel Avenue in Hartford. The company’s trucks ranged from light duty to very heavy duty models. During



WWI, the company produced military trucks for the U.S. Army and for our country’s Allies as well.

Louis’ father, the Kissel Family Patriarch Conrad Kissel, was a Prussian immigrant. In addition to Louis, Conrad had three other sons. Collectively, the Kissels were an exceptionally talented and entrepreneurial bunch who founded an amazing number of businesses in the Hartford Area. They included: the Kissel Hardware Store; the Hartford Plow company which manufactured and distributed farm machinery; the First National Bank of Hartford; and the Hartford Electric Company. In addition to building automobiles and trucks, the Kissel Manufacturing Company built and distributed engines. It manufactured and marketed their own engines along with a variety of engines built by other manufacturers.

The crippling effects of the Great Depression, and the consumer’s understandable drift toward more lower-priced cars, drove Kissel Manufacturing out of the car business in 1931 - (the company was forced into receivership in November, 1930). But the company made a partial recovery and sought other manufacturing opportunities. One opportunity was taking on the production of the Ruxton(c) automobile for its owners, New Era Motors Company of New York. Kissel had already been making transmission/drive-trains for the Ruxton. This deal fizzled and Ruxton production came to an end in November, 1930.

Another example of the Kissel Company seeking to extend its life was their effort, in about 1933-34, to develop and sell an advanced type of outboard boat motor that was well-received in the marketplace. But, by 1936, Kissel entered into an exclusive marketing agreement to sell the new type outboard motor through the Sears, Roebuck Catalogue under the “Water Witch” brand.

In the mid-1940’s what remained of Kissel Industries was sold to the West Bend Company, which continued manufacturing outboards but marketed them under the “Elgin” brand.

The Kissels

The driving motive for creating the Wisconsin Automotive Museum was to preserve the significant vehicles produced by the Kissel family and make it possible for future generations to know about and appreciate these cars. The Kissels are clearly the “stars” in this museum. But, many of the “supporting actors” in this place are also quite interesting. This is especially so for the other cars manufactured in Wisconsin.

As for the Kissels, the company certainly seemed to have achieved its goal of wanting to build high quality cars. This is affirmed by the fact that, years afterward, The Classic Car Club of American granted “Full Classic” status to a great



“Kissel Row”

number of the models produced by the company.

The best estimate is that 35,000 Kissels, which were known and marketed as “Kissel Kars” (using the German spelling of “car” with the intention of reflecting the Kissel family’s Germanic heritage, were built between 1906 and 1931. It was the second-longest operating car manufacturing company in Wisconsin. It is believed that only 200 of these cars remain in existence - This museum has 25 of them.

The Kissel Company experimented with changes in its branding over the years. During WWI, when anti-German sentiment was prevalent, the “Kissel Kar” simply became the “Kissel.” Superimposed behind the Kissel name was an image of Mercury, the fleet-footed Roman God, and that became the company’s logo on its products. Later, Kissels were marketed as the “Kissel White Eagle” and then simply as “White Eagle” automobiles. It may be of interest to know that in the late 1930’s, after Kissels run as an automobile manufacturer had come to a close, Henry Ford approached the Kissel management and asked to use “Mercury” as the nameplate for a new car he planned to produce from his factories and introduce to the motoring public. He was granted permission to use the name and, thus, the “Mercury” automobile was introduced by Ford in 1938. As most will know, the Mercury automobile was a success and remained in production until 2011.

Kissel built a fairly wide array of models that included sedans, coupes, and touring cars. Examples of these, along with Kissel fire engines and trucks are in the museum collection. The company’s most famous model was the two-passenger “Speedster” that was nicknamed “The Gold Bug.” That model had several celebrity buyers whose names may not be familiar to younger readers. Mary Pickford, Fatty Arbuckle, Jack Dempsey, Douglas Fairbanks, Eddie Duchin, Greta Garbo, Al Jolson and Rudy Vallee, are among

If You're NEAR...

continued



1921 Kissel 'Gold Bug'

One former Gold Bug owner's name still pops up in the news today - 77 years after the Kissel Company went out of the auto business. That of famed aviatrix, Amelia Earhart, who drove a yellow Gold Bug, and who appeared in Kissel Kar advertisements while they were in production; When I saw the yellow Gold Bug on display in the museum, it immediately reminded me of the equally famous Stutz Bearcat.

The Nashes

The second-largest marque represented in this museum is that of the cars produced by the Nash Motors Company of Kenosha, Wisconsin and its successor companies.

Nash Motors built cars in Wisconsin from 1916-1932 as an independent company. From 1937-1954, Nash was the automotive division of the Nash-Kelvinator Corporation. In 1954, American Motors Company was created with the friendly merger of Nash and the Hudson Motor Car Company. The last Hudsons and Nashes were produced in 1957, but American Motors went on to produce cars (mostly Ramblers and Metropolitans) that were branded as "AMC" products. In 1970, AMC bought the Jeep brand from Kaiser Industries. By 1987, AMC was bought out by Chrysler Corporation and while the Jeep brand lives on today, the other vestiges of Nash and Hudson were gone at that time.

Within the museum, visitors will find many fine examples

of Nash vehicles, including Ambassadors, Statesmen, Metropolitans, Rambler, and of the earlier models like the La Fayette. There is also an example of one of my favorite cars - a 1953 Nash-Healy(nc)--which has been dubbed "America's First Post-War Sports Car." It was sold in the U.S. from 1951-1954.

The Hudsons

As noted, the Hudson, Essex, Terraplane Historical Society maintains space within the Kissel Museum. Presumably, the "connection" with the marque is the brief period during which the Hudson automobile was produced by Wisconsin based American Motors Corporation. The Hudson Motors Company produced its first automobile in Detroit in 1909. It was named for the founder of the Hudson Department Store chain, who financed the venture.

In 1919, Hudson introduced the lower-priced "Essex" brand in an effort to capture part of a different market segment. The Essex remained in production until the company replaced it with the "Terraplane" brand in 1932. Ironically, Amelia Earhart was engaged to promote the Terraplane car too. The Terraplane was produced until 1939, when it was also dropped. From then on, all of the company's cars were branded as "Hudson" with sub-brand names used to differentiate models. They included Pacemaker, Commodore, Hollywood, Hornet, Twin H Power, Wasp, and Jet. Production of the Hudson automobile ceased in 1957 during the period when Hudson was operating under the American Motors umbrella. Through the courtesy of the HET Historical Society, examples of several Hudson automobiles can be found in the museum.

The Others

A number of really nice examples of vintage, collectible, muscle, and special interest cars from other domestic manufacturers are in this collection. These are vehicles produced by General Motors, Chrysler, Ford, and Studebaker, Kaiser-Frazier Corporation and other manufacturers. If the visitor has a favorite marque or model, the chances are pretty good they will have one to view.

I asked the museum's Executive Director, Dawn Bondhus, to name a few of the cars in the museum's collection, other than the Kissels that stood out as examples of vehicles that might rarely be seen in museums and collections--or simply of interest for other reasons. These include: 1902 Rambler(nc) – the oldest car in the collection
1910 Sears(nc) – in that year the retailer offered 5 variants of a "motor buggy" that was assembled by workers in a Chicago plant.



1914 Metz Model 22(nc) – a "gearless drive" car built in Massachusetts

1917 Jeffery (nc) – a car manufactured in Kenosha, WI. The company was sold by Charles Nash in 1917 and became a foundation stone for Nash Motors, Inc.

1929 Oakland Interstate(nc) - Brand was dropped in 1931 and was replaced by Pontiac cars

1937 Studebaker Dictator(nc) – purported to "dictate" a standard of quality that all others should follow

1947 Cadillac Limousine - Milwaukee's first "city car" used to chauffeur visiting dignitaries and other important individuals on ceremonial occasions.

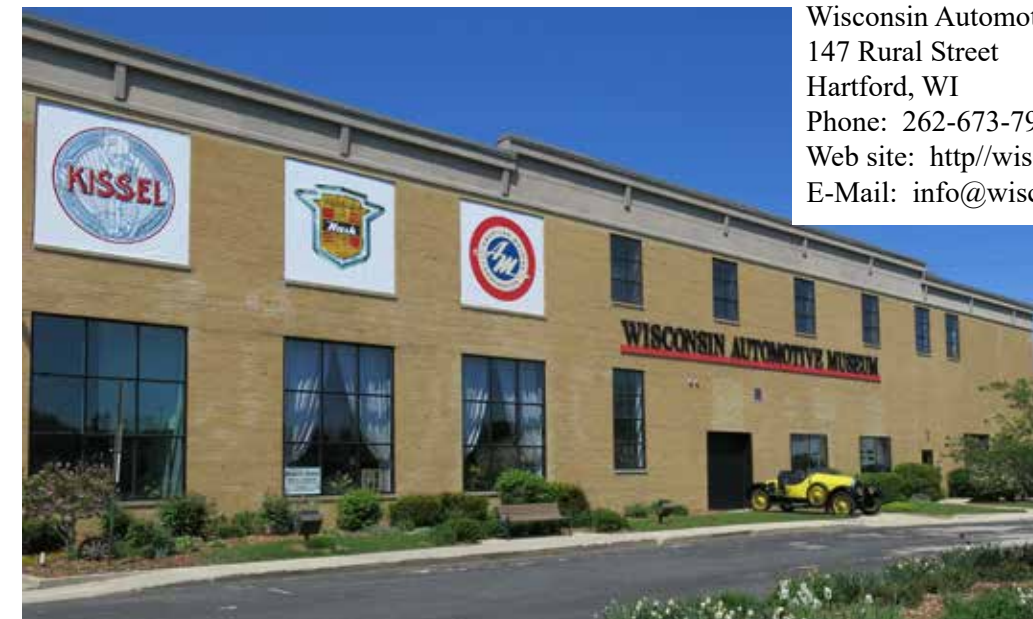
1948 Nash Ambassador(nc) Convertible – only 1,000 of these were built

1957 Lincoln Continental II(nc) – a two-year only car which was the most expensive American-produced automobile at the time.

The Race Cars

The Wisconsin Short Track Hall of Fame exhibit includes a variety of open-wheel and stock race cars that have been owned and driven by people in the region - along with related memorabilia. It also honors drivers, mechanics and owners who have excelled in the sport.

Short-track racing occurs on tracks that are less than one mile long and that are usually clay or dirt. It is the first rung of auto racing in the small short tracks that are found in many communities. Open wheel racers tend to prevail at tracks in the Northeast and in the West, whereas "fendered" stock cars are more prevalent in the Midwest and the South. Although this feature of the museum might seem to have only local interest, the exhibit should have broader appeal because many drivers, who got their racing start in Wisconsin, now compete on the national racing circuits.



The "Bottom Line"

At the time I visited the museum several years ago, I felt that, in contrast with other car museums I had visited, it seemed rather "primitive." The museum exterior and surroundings looked "worn" and not quite up to the task of properly displaying automobiles of interest. The cars, as arranged inside, seemed to be what you'd find in a typical parking garage and not in a museum. Also, the lighting was quite dim. My bias is that I like to be able to take decent photos of the cars I see in a museum or a collection--so that I can continue to enjoy what I have seen long after my visit.

Happily, things have changed—a lot. Many changes have been made over the years, and significant improvements were made. The museum's exterior and grounds have been greatly spiffed up. The new space on the second floor, which opened after my visit, has clearly solved the crowding problem. Exhibits have been moved about to enhance the visitor's experience. Cars are attractively positioned against an art deco backdrop and the lighting is also very much improved. Most importantly, the museum has many more cars than it did at the time of my visit.

Despite the shortcomings it had then, I still enjoyed my visit but I think I'll enjoy it even more when I return. I think anyone interested in cars will appreciate visiting the museum - youngsters as well. If one has an affinity for Kissel cars, vintage and later model automobiles of special interest; or if they are a rail fan, this is the place to come. Parking is ample and free. The gift shop has items to tempt most car enthusiasts.

Hartford is a small town, but restaurants in or near Hartford offer a pretty broad choice of food for visitors who may want to grab a bite to eat before or after visiting. Many are within walking distance of the museum.

Wisconsin Automotive Museum

147 Rural Street

Hartford, WI

Phone: 262-673-7999

Web site: <http://wisconsinautomuseum.com>

E-Mail: info@wisconsinautomuseum.com

Admission/Hours

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At the Auto Shows

The Dubai Police and the Italian Carabinieri may drive Lamborghinis, But this GT409(nc) is being used by the Illinois State Police! It was on display at the Auto Show. The inside story is that it was confiscated as part of a drug bust and they decided to use it as a high speed example of a pursuit car! -Burt Richmond

Here it is (below) with the Mars Lights.



In public voting over the 10-day auto show, winners in the contest's five categories were:

- Best All-New Production: 2020 Jeep Gladiator
- Best Concept Vehicle: Lexus LC Convertible
- Best Green Vehicle: 2019 Audi e-tron
- Vehicle I'd most like to have in my driveway: 2019 Bugatti Chiron (pictured below)



Always fun to run into fellow auto enthusiasts! (below) Bud Schweppe, Gary Jensen and Charles Falk compare notes on the show.



The Geneva Auto Show had an unusual concept car in its "120 Years of Innovation" display - The Golden Sahara II. The car started out as a 1953 Lincoln Capri(nc) Hardtop, developed by Jim 'Street' Skonzakes and George Barris as a platform for testing new electronics systems. The most unusual features of this car however, are its tires, made of Neothane, a translucent form of synthetic rubber. It was a Goodyear project on tires that could improve poor weather visibility or illuminate when the driver braked. The tires have internal lighting and crystal hubcaps with built-in turn indicators and an automatic braking system made possible via front bumper sensors.

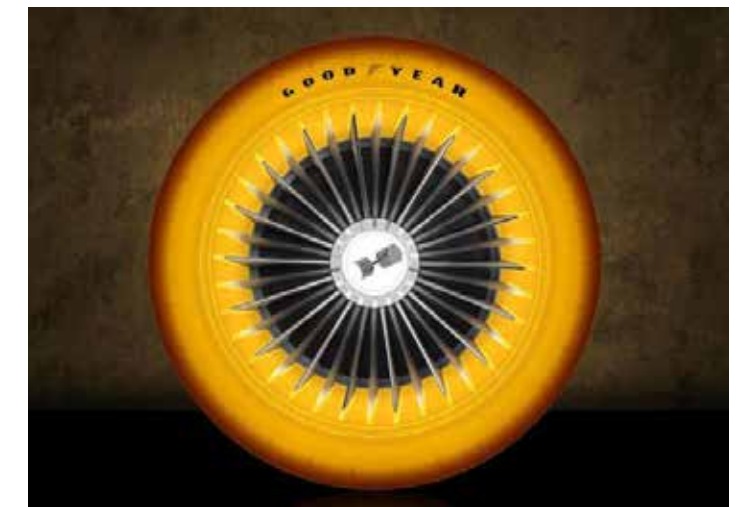
The car's interior is a luxurious four passenger with mink carpeting, brocade upholstery that matches the pearlescent paint (originally made with fish scales) and 14 carat gold detailing. An airplane inspired lever replaces the steering wheel, it sports an in-dash TV., voice control, and remote controlled doors. A refrigerated cocktail cabinet separates the two rear seats.

Parked in a garage for nearly 50 years, it resurfaced



recently and was sold at Mecum's May 2018 Indy Auction where it was bought by Larry Klairmont of the Klairmont Kollection in Chicago, who had it painstakingly restored.

For the Geneva show Goodyear produced four brand new, translucent tires.



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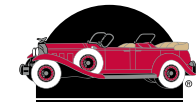
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The Classic Car Club of America defines a Classic as a "Fine" or "Distinctive" automobile, American or foreign, built between 1915 and 1948. Generally, a Classic was high-priced when new and built in limited quantities. Other factors, including engine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

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

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

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

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

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



Back in the Fall I took a trip out to Utah, to visit my eldest daughter. As always, we had a fun time; we visited the Park City Museum, ate lots of great food, and took a couple of day trips. One memorable day was spent driving out into the open land to look for wild horses. Happily we found some! On our way we stopped for some gas, wanting to have a full tank and not risk getting stranded out in the middle of nowhere. Outside the station were these benches. What a great idea, to re-purpose old pickup truck parts - in this case, tailgates. I might just have to go prowl a few salvage yards - they are no doubt full of them. Now I just have to find someone to make it for me.

Reminiscing about trips gets me to thinking about my next one, and wondering where I should go. It's time to start planning something, if you haven't already. There are always some wonderful Classic Car events to plan a trip around, whether it be here in the U.S. or abroad, and more than enough auto museums to keep car lovers amused no matter where we go. I know one fortunate man is going to Italy to work an event. Hopefully there will be an opportunity for some down time afterwards and a chance to relax and see some sights. Not always possible on a working trip I know, but that's the wanderer in me. Always looking to get away!

Remember, if you do find anything auto-related that catches your fancy, we would all be interested in hearing about it. So don't forget to take some notes and snap a few pictures to share with us!

Now, about those benches...

~ Maureen



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



Call for Stories and Ideas

If anyone has an idea for an article, or a story 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 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!

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