

# The DASHBOARD

SPRING 2023



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





## Inside This Issue

Winter 2022 - 2023

Letter from the Director .....	2
Calendar of Events .....	3
April Garage Tour .....	4 - 6
May Spring Tour .....	7 - 11
News and Notes .....	12 - 13



Cover Car .....	16 - 19
Cover Car Year 1935 .....	20
If You're Near .....	22 - 25
A Carburetor Repair Journey by Tom Kleinschmidt .....	26 - 30
List of Approved Classics .....	31
From the Rumble Seat Editor's Page .....	32



## Annual Advertising Rates Dashboard

Glossy full color magazine Published 3x yearly  
(April, Aug, Dec)

Full Page	\$750
1/2 page	\$400
1/4 page	\$300
Business Card	\$150

## Up To Speed

Black & White Newsletter published 3x per year

Full Page	\$500
1/2 page	\$300
1/4 page	\$200
Business Card	\$100

## Combined Annual Rates

Full page	\$950
1/2 page	\$600
1/4 page	\$400

Make checks payable to: Greater Illinois Region CCCA  
Mail to: Maureen Blevins, Publications Editor  
1531 W. Maple Rd.,  
New Lenox, IL 60451

Please call Maureen Blevins, 815-483-8216 for print specifications, ad deadlines, or to discuss advertising options not covered above



Visit us on the web: [www.girccca.com](http://www.girccca.com)

Follow us on Instagram #girccca



Like us on Facebook: **Greater IL  
Region - Classic Car Club of America**

## LETTER from the DIRECTOR

Hello fellow club members

Well, the season is upon us and we are well on our way to having many fun filled days driving our favorite machines, talking cars and socializing with old friends back from their winter hideouts.

We will be celebrating our 55th anniversary of the Oak Brook Father's Day Car Show. It is one of my favorite times of year when I get a chance to meet old friends and invite new friends to help celebrate this club's favorite car show. What started as a few dozen classic cars adorning the picturesque grounds of the Oakbrook Center has become an A-to-Z showcase of all things cars, and even some bikes. The club has created an environment where traditions are made and fulfilled year after year on Father's Day, to the delight of multi generations. I hope you agree even if you can't show a car at this event, it's well worth your time to bring a friend, child, or anyone who would take pleasure seeing the combination of automotive history and art come together. I'm always open to finding a new gem to bring to the public's eye. So whether it's in your garage or that of someone you know, please feel free to share my contact information and have them reach out to me. There will always be room for new GREAT cars.

I'd like to leave you with one final thought. If you do find yourself fortunate enough to have a collector car, consider giving a ride to someone who has never had the pleasure. You may find it's the best day of the week.



**53rd Annual  
Oak Brook  
Fathers Day  
Car Show**



CORDially,

*Russ*

The Greater Illinois Region Classic Car Club  
is pleased to present  
the 53rd Annual Father's Day Car Show  
Sunday, June 18, 10 am - 6 pm  
100 Oakbrook Center  
Oakbrook, Illinois

The Greater Illinois Region classic car club  
invites you to display your classic car  
at this very special event.

Registration 7am - breakfast will be served  
Big Band Orchestra 1pm - 4pm  
RSVP  
Russ Rodriguez  
630-767-9000  
Russ@Girccca.org

Pre-registration is required

## Board of Managers



Regional Director	Russ Rodriguez russ@girccca.org
Secretary	Jamie Smith jamie.ellen.smith@gmail.com
Treasurer	Alan Blum alan.blum@sbcglobal.net
Membership	Dan McCarthy daniel@girccca.org
Oakbrook Show	Russ Rodriguez russ@girccca.org
Social Media	Kelsey Bell kelsey@rallyinsurance.com
FaceBook	John Brayton johns1936chevy@aol.com
Board Member	Gary Gerstner gerstnerphoto@gmail.com
Board Member	John Rock rrpackfan@gmail.com
Board Member	John McNabola mcnabolajohn@gmail.com
Board Member	Mary Alyce Blum maryalyceblum@hotmail.com
Dashboard / Up To Speed Editor	Maureen Blevins maureenblevins@yahoo.com

## Upcoming Events

**Saturday, June 3, 2023 - 8 am – 3 pm**  
**"The Experience" Full Classic Car Show - Gilmore Car Museum, Hickory Corners, MI**

**Saturday, June 3 - Glen Ellyn Car Show**  
contact Jim Manak [lelp@exnet.com](mailto:lelp@exnet.com)/630-291-9199

**June 18 - Annual Father's Day Show - Oakbrook**  
contact Russ Rodriguez if you are interested in showing your car or helping out with the event

**July 8 - Copshaholm Concours - South Bend, IN**  
<https://www.concoursatcopshaholm.org/>

**July 23 - Annual GIRCCCA/POC Picnic - Fabyan Forest Preserve - 11 am - 2 pm**  
Additional Details and sign-up forthcoming

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

**August 20 - Pebble Beach Concours d'elegance**

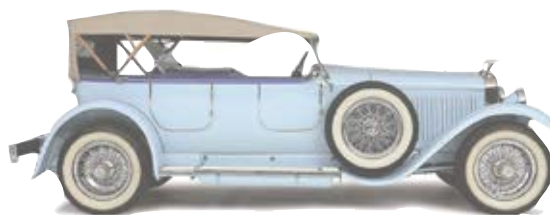
**August 31 - September 2 - ACD Festival**  
[acdfestival.org](http://acdfestival.org)

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

**October - Elegance at Hershey**

**November - Hilton Head**

**November - Annual Dinner - Details still being finalized**  
It is going to be another don't miss event!



Welcome to our New Members  
J Samuel Lovering and John Tornquist



# Garage Tour

Our first event of 2023 was a Garage Tour. On Sunday, April 2, About 30 participants gathered at The Satellite Garage, location of the collection owned by Alan and Mary Alyce Blum. The storm and several tornadoes that blew through the area just two days before did some damage to the roof of the Blum's Garage, but thankfully damage was minimal and the tour proceeded.

Coffee, and a scrumptious offering of donuts, cakes, and nibbles greeted our arrival. Thank you Mary Alyce and Alan! There was ample time to browse the collection and chat with other visitors.



*The 1970 blue Karmann Ghia is Mary Alyce's baby. Purchased in 1999 with money her mother left her for an*



*eventual wedding, she instead used the money to buy this car and half a sailboat. Then she met Alan - who loved old cars AND sailing! She says her adorable car is not super fast,*

*super expensive. But it is never, ever going to be sold.*



*Taking advantage of the coffee and treats, the refreshment table was a good place to congregate and enjoy plenty of coffee, donuts, and conversation.*



*Ed Vilwoc and Jim Kleinschmidt drove their collectible cars*





Above is a rare 1939 Alvis. The Speed models had a dual career - both in motor racing, as well as a luxurious grand tourer. The license plate gives a hint of it's history. It was built for one Lord Inverclyde, Director of Cunard Lines, the company best known for their renowned liners - The Queen Mary and The Queen Elizabeth.

The car was imported to a Chicago collector in 1967, and later sold to a Wisconsin collector, where it resided for 35 years. Stored and unseen for nearly 20 years it re-debuted at the 2005 Masterpiece in Milwaukee. It resides today in the Satellite Garage.



Our second stop of the day was a short drive over to the collection of Len Grimsley (Senior and Junior). Len the younger took attendees through the garage, giving some history on a number of the cars - some of which have impressive and interesting histories. Part of the facility is also used for storage. Although not part of the collection, these two beauties below belong to a GIR member. Hopefully, we will be able to see one or both at the Oakbrook show.







*Following our tours of the two garages, it was another short drive over to Schnitzel Platz where we re-grouped for a German style lunch and some lively chatter. Thank you Alan and Russ for planning a great day.*





# Spring Tour



May 7th turned out to be a perfect day! The weather forecast was not promising, calling for storms, but Sunday dawned clear and sunny and the rain held off until sometime that night. Jim Kleinschmidt and Russ Rodriguez ignored the forecast completely and drove their vintage cars out to the Aurora airport. Their confidence paid off and there was not a drop of rain.

The Aurora airport was our gathering spot, where Gary Gerstner took photos of all participants and their cars. Mason Maynard joined us in his Riviera as did George Hansen, driving a gorgeous 1962 Olds Starfire convertible.

Once photos were taken, it was a short drive over to the Ken Nagle farm and his awesome collection of 50s and 60s cars. No mere muscle car collection this, each car in this garage is unique and has a story - or two - behind it.

It was a perfect day for a drive in the country as we made our way towards Spring Valley for lunch at Angelo's Restaurant, where we were joined by Gus Levisay and Chet Jacobs, our hosts for the final stop on the tour. Chet is Gus' right hand man when it comes to his cars, and together they have restored to perfection the cars in Gus' garage.

What a day!



Many thanks to Gary Gerstner for bringing the donuts and coffee. Thanks to Gary, Alan Blum, and Russ Rodriguez for planning another fun outing.



Gary finds a good spot on a hill to take that panoramic group shot (top). Mary Ellen thought it was a great place to sit and enjoy the sunshine and fresh air.





# Spring Tour

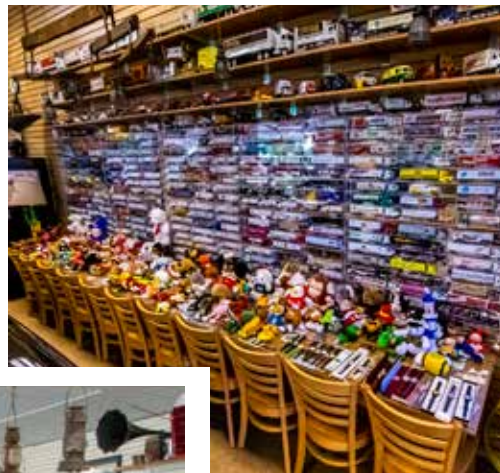
*photos by Gary Gerstner and M. Blevins*



Many thanks to our host Ken Nagle for allowing us into his awesome collection and telling their stories.















Many thanks to our second host of the day - Dr. Gus Levisay for his gracious hospitality in showing us his wonderful collection.



*This beauty was a hit with everybody! This rare 1960 220 SE Mercedes Coupe is unrestored, all original, and in perfect condition.*

# News and Notes

## Youth Opportunities

There is a lot of talk about how to get the younger generation interested in the old car hobby. Each generation seems to revere the cars that impressed them from their youth. Today's fascination with muscle cars seems to bear that out. But there are a number of opportunities for the younger generation to become involved with the tech side of old cars.

## FIVA Competition Marks International Youth Day

We look for innovative and bold photographs and paintings of historic vehicles in relation to Industrial heritage that express the importance of maintaining the classic vehicles on tomorrow's roads. There are three categories:

1. Photography of industrial buildings, gas stations, garages, etc, related to classics or industry & classics.
  2. Paintings/drawings of industrial buildings, gas stations, garages, etc, related to classics or industry & classics.
- Photography showing an owner with his/her historic vehicle

Entries need to be submitted by August 31, 2023.

For details and downloadable entry form go to

<https://fiva.org/en/fiva-competition-marks-international-youth-day-2023/>

The **RPM Foundation** has listings for internships, job opportunities, grants, resources, and more in the automotive field on their website.

<https://rpm.foundation/opportunities/>

The **Ford Motor Company**, in conjunction with **Tech Force**, a nonprofit committed to helping young people find careers in (but not limited to) automotive, aviation, collision, construction, marine, motorcycle, restoration, and emerging technologies, is joining Ford dealers across four U.S. regions – Atlanta, Chicago, Dallas, and Phoenix – to provide \$1 million in scholarship funding to help students pursue careers as automotive technicians. Applications are open to current and future students who are enrolled in post-secondary auto or auto and diesel technician training programs in those regions.

Applications are due by June 30, 2023. information can be found at

<https://techforce.org/our-work#scholarships>

If you know of anyone who might be interested in any of these opportunities, please pass them on.

## About that China Clipper

The Pan American Airways flight that took off on Nov. 22, 1935, was the first regularly scheduled flight across the oceans of the world. It was hailed as the beginning of "a giant new age," and the Martin 130 seaplane named China Clipper was called "the greatest airplane ever built in America." Twenty-five thousand people saw the Clipper take off. Its inaugural flight plan called for the China Clipper to fly over the San Francisco–Oakland Bay Bridge (under construction at the time), but upon take-off the pilot, Capt. Edwin Musick, realized the plane was so heavily loaded it would not clear the structure, and he was forced to fly narrowly under instead. It was a 59 hour flight. The mail delivery to Manila would have taken 15 to 16 days by fast steamship.

It was a pioneering flight - for various reasons, and it would be four years before a commercial flight crossed the Atlantic. The first stop was Honolulu, 21 hours later. The plane stayed overnight in Honolulu, then made other overnight stops at Midway, then Wake Island, then Guam. The China Clipper finally landed in Manila on Nov. 29. Clipper mania took hold - toys, postage stamps, gifts and souvenirs, Clipper labels on farm produce, and Clipper beer. Not long after the first flight, Musick, the pilot made

the cover of Time magazine. The next year, the movie "China Clipper" came out, starring Pat O'Brien as an airline executive and Humphrey Bogart as a steely-eyed pilot.





# Experience European Luxury

June 2-6, 2023



CCCA MUSEUM  
Art Motion

*Join us in Hickory Corners, Michigan for a great weekend of food, entertainment and a picturesque tour of the Irish Hills. Our European Luxury Exhibit will feature Full Classics not seen anywhere on the Gilmore Museum Campus.*



## Awards, Awards

At the CCCA Annual Meeting that was held a couple of months ago in Philadelphia, PA, the GIR website was awarded third place in the 2022 Chuck Conrad Website Awards. The GIR publications were granted sixth place in the Turnquist Awards, given for regions with more than 100 members.

Congratulations to the top nominations in these and all other categories!

Each year *Old Cars Weekly* honors club publications. Achievements are noted in several categories of recognition for national, regional and specialty car-related publications. Publications are further categorized by their format (dimensions, page count and paper quality) to keep the field fair. Results were recently announced for 2022.

In the Regions & Chapters category, Full Size, *The Dashboard* was recognized. Also receiving awards were the following CCCA publications: *The Torque*, Michigan Region, *Hoosier Horn*, Indiana Region, and the *Gateway Gazette*, St. Louis Chapter. In the Compact division the *Hub Cap* of the Wisconsin Region was awarded.

Well done to all the winners!

## Another One Bites The Dust

The National Motorcycle Museum in Anamosa, Iowa will permanently close its doors on September 5, 2023. Hundreds of bikes and thousands of pieces of memorabilia will be sold to the public days after the doors are closed.

The sale will be handled by Mecum Auctions and is set for September 6-9, when 300 motorcycles will be consigned, along with 6000 pieces of artwork and memorabilia grouped into roughly 1000 lots. Mecum has yet to post a complete list (as of this publication date) with final descriptions.

Founded in 1989 by John and Jill Parham in the small town of Anamosa, the National Motorcycle Museum has been home to over 500 motorcycles, a bicycle collection and thousands of pieces of memorabilia. After 22 years in this location, the Museum will close later this year. John Parham passed away in 2017 and it has been a struggle for the family to keep it open.

Preview day will kick off the sale on September 5, the museum's final day. Those interested in bidding will need to register either in Iowa or online, in advance, on Mecum's website. Bidder's registration includes tickets for two people to attend the sale, which will be only open to registered bidders. <https://www.mecum.com/auctions/from-the-john-parham-estate-collection/>



# ST. LOUIS CAR MUSEUM & SALES

**ST. LOUIS' PREMIERE  
CLASSIC CAR DEALER &  
AUTOMOTIVE MUSEUM**

150+ CARS ON DISPLAY  
BUYING/SELLING SERVICES  
VEHICLE STORAGE FACILITY  
TRADES WELCOME

**MENTION THIS AD FOR  
HALF OFF ONE ADMISSION**

(314) 993-1330

INFO@STLOUISCARMUSEUM.COM

WWW.STLOUISCARMUSEUM.COM



## CANTORE CONSTRUCTION COMPANY

925 S. Rt. 83, Elmhurst, IL 60126  
(630) 832-8600

## COMMERCIAL AND INDUSTRIAL CONSTRUCTION

SPECIALIZING IN REMODELING AND OFFICE BUILD OUTS  
INDUSTRIAL UNITS FOR LEASE  
VACANT LAND AVAILABLE  
COMMERCIAL LAUNDRY EQUIPMENT



Developers of Corporation Points At:

Elmhurst, IL



Westmont, IL



Bensenville, IL



Ft. Lauderdale, FL



# Great Cars & Great People

Hyman Ltd is proud to support the Classic Car Club of America



**SOLD** 1933 CADILLAC V16 CONVERTIBLE COUPE

[hymanltd.com](http://hymanltd.com) // +1 (314) 524-6000

**HYMAN LTD.**  
MERCHANTS OF EXCEPTIONAL MOTORCARS



**1935 Packard Club Sedan**  
**473 cu inch 12 cylinders**

**Owner: John McNabola**  
**139" wheelbase**

In the 1980's, discovering remarkable cars was far different from the click of the button experienced today, as enthusiasts traveled primarily to Auburn, Indiana, Scottsdale, Arizona or Hershey, Pennsylvania in search of full classics at auction. As a young freelance writer for a British car publication, little did I know I would eventually strike gold during my first visit to Arizona auction week.

In 1989, Arizona's Barrett Jackson car show was truly beyond belief, with co-founder Tom Barrett of Oak Park bringing exceptional pre-war cars to a world stage. Wearing my newfound press credentials, I met scores of people, including a man named Jim Simmons, who, I soon realized, shared my same passion for cars. Jim owned several full classics and was a charter member of the Classic Car Club of America in 1956. He shared a wealth of knowledge and insights of car hobbyists and the up and coming auction world. I quickly became entrenched in the collector car world with introductions to like-minded enthusiasts at Grand Classics in several states, always gaining a greater appreciation for outstanding classics of the 20's, 30's and

40's. I became especially fascinated with the car makers and personalities surrounding multi cylinder cars with 12 and 16 cylinder offerings at the height of engineering, grace and styling for American car makers.

Nearly twenty years later, in 2011, Jim offered to sell me his car - this 1935 Packard Club Sedan. Like most collectors, he wanted to find someone to provide the same care and attention to it that he had provided for nearly 50 years. The car still retains the original interior and lacquer paintwork finished as new in Alhambra Tan; a tribute to the Moorish palace in Granada, Spain. The car was originally sold to Dabney Collins of Denver, Colorado from the famous Earl C. Anthony showroom in California in 1935. Simmons acquired it around 1954.

The Club Sedan features a sportier appearance than other closed cars with "close coupled" styling distinguished by a shorter wheelbase than the car's roofline. Unlike chauffeur driven cars, the Club Sedan offered the power and long wheelbase in an owner-driver configuration. I often jest that my car was actually a sporty car - compared to the larger



*The wood around the windows and across the dash is inlaid with thin metal bands.*



*The car still retains the original interior and lacquer paintwork. It's obvious that John takes exquisite care of this vehicle - the interior shows barely any wear. It's hard to believe that this car - at 88 years old and 65,000 miles - looks this good and is not in any need at all of reupholstering or repainting. The seats are comfy, befitting a luxury automobile. The back is outfitted with an armrest, hand straps, courtesy lights, and smoker's compartment on one side, and on the other, looking identical to this side, is a ladies compact compartment, both in the beautifully aged golden wood tones. Tuck and roll pleating on the doors match that on the generous sized armrest.*



145 inch model Club Sedan offered the same year. Packard introduced a new twelve cylinder engine in 1932 called the Twin Six in tribute to earlier, brass-era Packards, which forged a reputation as a premium motorcar, one of the “three P’s” of luxury cars attributed to Packard, Pierce-Arrow and Peerless.

Having spent its life in Denver, Colorado, where it received the Colorado region classic car club award in the 90s, the car is remarkably well preserved - due to the dry climate and Jim’s fastidious care. With so many classic cars meeting their demise through World War II scrap drives or relegated to service as utility vehicles, I am indebted to the two previous owners for safeguarding such a magnificent car.

In my first summer with the car, I ventured on my first big journey to the Indianapolis 500 speedway for its 100th







*John has all three original 1935 hood ornaments; the Goddess of Speed, the Cormorant, and the Bail. All three came as options with the car when it was sold new.*

*Harmonic balancers on the bumper help eliminate cowl shake.*





anniversary celebration, which is the farthest I've driven it. These days I drive it approximately 700 miles a year, mainly in spring and fall.

With 1935 the lowest production year for the Packard Twelve, I have heard different accounts of how many remain in their 139-inch and 145-inch configurations. With the destruction of Packard's production records in the late 1940's, many Super 8 and Twelve cylinders were refitted with bodies from smaller series cars or fitted with new open coachwork, which further reduced the number of remaining closed cars. Although an open car such as a dual cowl phaeton, coupe roadster or convertible Victoria are truly the high water mark of styling, closed cars were actually more expensive when new and more often discovered in original condition.

While I marvel at the many cars produced in the Classic era, I especially appreciate the history of Packard motorcars which significantly outsold other American makes during the Classic era and achieved dominance on land, air and water through the 1940's.



*The car has two trunks! The upper one is fairly shallow, and the lower one is for a spare tire. If a tire needs changing it's much easier to reach the one in the trunk than to remove one from the fender position.*





# CoverCar Year - 1935



Franklin D. Roosevelt  
US President 1933 - 1945



John Nance Garner  
US Vice President 1933 - 1941



The first ever can of beer, a Krueger's Cream Ale, is sold in Richmond, Virginia.



At the 7th Academy Awards, Frank Capra's *It Happened One Night* becomes the first film to sweep the 'Big Five' awards; winning Best Picture, Best Director, Best Actor, Best Actress and Best Screenplay.

- Persia becomes Iran under Reza Shah Pahlavi.
- Nazis enact Nuremberg Laws against Jews to prevent "racial pollution." Heinrich Himmler starts breeding programs to produce an "Aryan super race."
- Roosevelt opens second phase of New Deal in U.S., calling for social security,
- Unemployment: 20.1%
- Du Pont chemist Wallace Hume Carothers creates nylon, the first completely synthetic fabric.
- The world's first pair of men's briefs (as opposed to boxers) are sold by Coopers Inc. in Chicago as "jockeys".
- Aircraft-detecting radar is pioneered by Robert Watson-Watt in England.
- The Great Plains are struck by one of the worst Dust Storms in U.S. history on April 14. The storm came to be known as "Black Sunday" as it passed across the region, further devastating farms and infrastructure already ravaged by the Dust Bowl.
- The "Trial of the Century" begins in January against "The Most Hated Man in the World" Richard Hauptmann, accused of the abduction and murder of the Lindbergh baby, Charles Jr. Hauptmann is found guilty in February and dies by electrocution in April, 1936.
- The China Clipper (NC14716) was the first of three Martin M-130 four-engine flying boats built for Pan American Airways and was used to inaugurate the first commercial transpacific airmail service from San Francisco to Manila in November, 1935. Via Honolulu, Midway Island, Wake Island, and Sumay, Guam, it delivered over 110,000 pieces of mail in seven days. The crew for this flight included Fred Noonan.



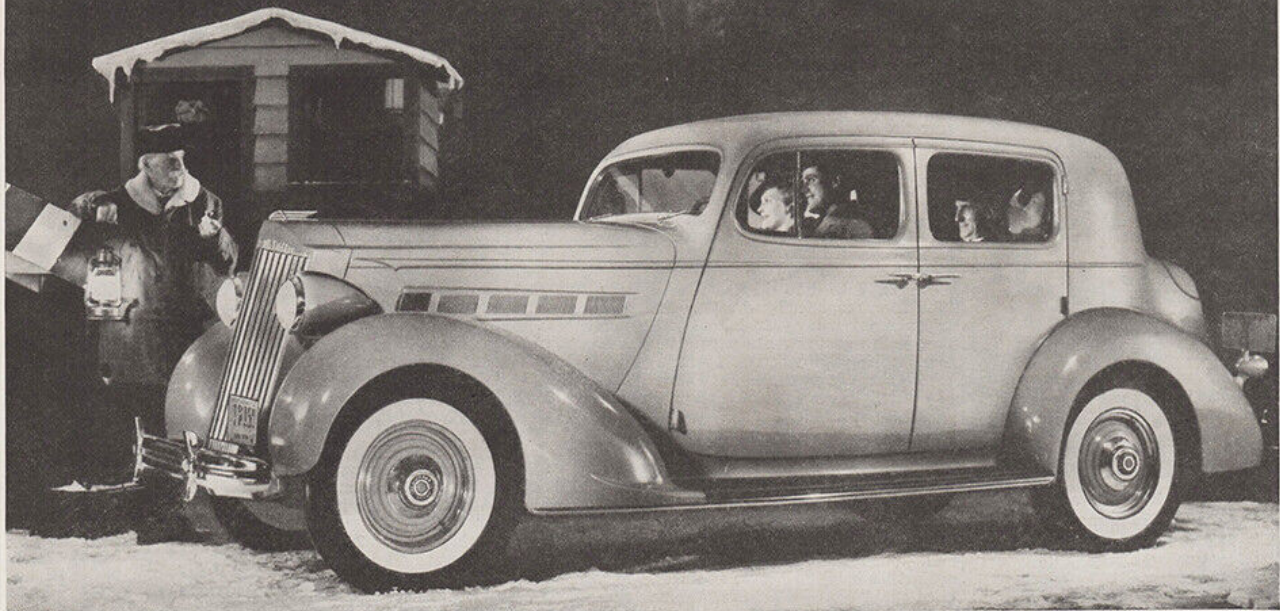
Sir Malcolm Campbell breaks the 300 mph barrier to set a new land speed world record at Daytona Beach. His car, a supercharged Rolls-Royce R V12 was 27 feet long with a wheel base of 13ft 8in. It weighed 4.75 tons and had a 36.7 litre engine capacity and a 2,300 hp power output. The car had 6 wheels, two front and four rear (in two pairs) - added to try and increase traction and reclaim some of the power being lost through wheel spin.





BEFORE YOU REPEAT ON THE CAR YOU OWN...

— *match Packard 120*  
*against the field!*



**T**HERE never was a year in which the automobile buyer was offered so much for his money. Yet Packard—a company that for 35 years has been known for conservative statement, this year issues this sincere invitation... *Match Packard 120 against the field.*

#### AGAINST THE LOW-PRICE FIELD

*If you doubt the wisdom of spending a little more for the Packard 120's more agile performance, immeasurably better ride, greater comfort and longer life—both style and mechanical—let the car itself dispel those doubts forever.*



#### AGAINST THE MEDIUM-PRICE FIELD

*If you think that all cars in the Packard 120's own price class are about equal, inspect the new Packard 120 and see what a difference 35 years of fine-car manufacturing experience makes.*



#### AGAINST THE HIGHER-PRICE FIELD

*If you think you need pay several hundred dollars more than the price of a Packard 120 to get truly-fine car safety and luxury, spend half an hour in the new Packard 120.*



#### THIS—ONLY IN PACKARD

In Packard, and Packard alone, you get the distinguished lines that stay smart for years. Because Packard expects its owners to keep their cars at least 5 years, Packard makes no obsoleting yearly style changes. That is why Packard is the *one* 1936 car you can recognize.

See the new Packard 120 and learn how easy it is to buy. If your old car is of average value, it should cover the down payment. And Packard's Payment-out-of-Income Plan is one of the most liberal in the industry.

**\$990 to \$1115**

At the factory. Standard accessory group extra

**ASK THE MAN WHO OWNS ONE**



# If You're NEAR...

by Charles Falk

...Roscoe, IL I suggest you visit the “Historic Auto Attractions” museum located there. It’s location just off I-90 at the Rockton Road exit (near the Rockford Area) makes for easy access. I have not previously written about the museum because I believe that many readers are already familiar with it - and many have visited it. However, museum leaders recently added 50,000 square feet to the original building, so while many readers may be familiar with the museum as it was - they may not be familiar with what the museum is today.

I visited the original version of the museum in 2016; and the expanded version of it in 2022. In both instances, a car club of which I am a member made this a stop on a driving tour. This addition to the museum, and its new contents, provide good reasons for a return visit - and even greater reasons for first timers to seek it out.

## A Museum is Born

Like that of other automobile museums, how “Historic Auto Attractions” came to be is an interesting, but not unusual, story. It starts with one guy, Wayne Lensing, who had an interest, an idea, focus, and the means to act. As a young man, Mr. Lensing was a self-described “gearhead” working in a nearby auto assembly plant. His interests evolved into a passion for both automobiles and airplanes which, in turn, led to his becoming a licensed pilot and an auto racer. In his racing career Mr. Lensing scored wins in more than 100 events and earned several championships at stock car racing tracks across the Midwest. As a by-product of his racing experience, Mr. Lensing became known as an expert on the design and set-up of cars for racing. This led to the formation of a successful business, Lefthander Chassis Company, which today builds race cars and chassis in a building across the street from the museum.

As he traveled in later life, Mr. Lensing began to look for auto museums to visit and gravitated toward those which displayed cars that had a “story” attached to them - as having been owned by a famous person, for example. These acts became a serious avocation for him. He later flew his own plane across the country to visit many more of the nation’s well-known automobile museums and took notes of what he liked or didn’t like about them.

About 1995, something happened that likely created the “spark” that led to his museum’s creation. Mr. Lensing learned that a 1960 Cadillac limousine, that once belonged to the late industrialist and aviation pioneer Howard Hughes, was for sale. Soon after, he traveled to Las Vegas

and purchased the car. When the car came to Illinois, Mr. Lensing noticed how many people were interested to see it and learn about the car’s “story.” He is reported to have then said: “Seeing the joy it gave people to see the car - that kinda got something goin’ in the back of my mind...And I thought, boy, it’d be nice someday to have a museum.” And so it went.

What might be termed as the next “propitious moment” in the museum’s development came in 1999, when Mr. Ralph Engelstad, who amassed the famed Auto Collection at the Imperial Palace Hotel in Las Vegas, fell ill, and wanted to disperse his collection. Lensing knew about and admired the collection and flew to Las Vegas to bid on several noteworthy cars in it. This resulted in the purchase of fourteen of the Imperial Palace cars which then formed a nexus for what was to come.

After this accomplishment, Lensing went on to gather more vehicles and other collectibles and, quite importantly, he also secured the financing needed for the design and construction of his museum. It opened in 2001 within 36,000 square feet of space. Over time, the museum’s holdings grew and earned a reputation as a place “worth seeing.” As time went by, the collection grew further; and this led to a decision to expand. Thus, the 50,000 square foot addition was designed and built. The newly expanded version of the museum opened to the public in 2022. From an architectural standpoint, the museum building is plain. However, what it holds inside is anything but plain or ordinary.

## The Contents

“Historic Auto Attractions” as a name is probably inadequate insofar as communicating what visitors will see upon visiting. In my view, it is not a car museum; it is not a transportation museum. Instead, it is a museum which illustrates and celebrates the last 150 years or so of America’s cultural history - as viewed through the prism of developments in the field of transportation. Especially developments associated with the personal automobile, and variations thereof, which provide the bulk of transportation vehicles that are given attention here. Presentation of the relationship between the automobile and other forms of transportation and our cultural history in this museum is similar to how that relationship has been depicted at the Smithsonian Institution in Washington, D. C.

Importantly, most of the museum’s approximately 75 vehicles are presented in settings, or with backdrops which reveal what “life and times” were like in America at the





time these vehicles were on the nation's roads and streets. Museum materials put this another way: They strive to use vehicles to illustrate significant historical events and, thereby, create a more meaningful experience for visitors. To that end, mannequins or wax figures are frequently associated with the vehicles on display, which, along with other historical artifacts, provide visitors with glimpses about how people looked, dressed, lived, worked, and maybe thought, in various periods of our recent history. It is clear that a lot of thought went into the design and installation of the settings, backdrops, and artifacts used in all of the exhibits.

Finally, Mr. Lensing has also evolved into an historian of sorts and has used this talent to personally seek out and aggregate a great variety of items which are interesting and historically significant parts of his collection. Many artifacts or exhibits of this type have nothing to do with cars or transportation; and that doesn't really matter, or diminish their entertainment or educational value for visitors.

### The Layout

The museum's original general layout was modified, and old and new content was merged and re-arranged within the larger space footprint provided by the new addition. Today, the layout more or less follows a time line that takes visitors from a somewhat primitive America during the late 1800's to the present day. The first display visitors will encounter is the "Old West"

area, which offers artifacts of the era. Props and costumes worn by actors who played in films and TV programs set in that time frame highlight it. Next, a log cabin and Native American artifacts, including a full-sized tepee, are included in the "Passage to Old West Carriages" exhibit. In it, visitors will encounter the area's "centerpiece" - a huge Conestoga Wagon dating back to the 1700s. Other carriages and buggies in use from this period to the early 1900s, are on display and include the presidential carriage of President (and Illinois native) Ulysses S. Grant that was used in his inauguration.



From this area, visitors travel through exhibits about wars, the Great Depression, the eventful 1960's, the wide scale adoption of television, the comings and goings of several U.S. Presidents, the dawn of NASA and the space age, and the world of nature.

### The Cars

This car collection is broad, but not deep. However, no matter what aspect of the car hobby one may fancy, visitors are just about guaranteed to find something in this car collection that will interest them. Here is how I would categorize the cars.

- Cars of entertainment industry celebrities. Elvis Presley's 1972 Lincoln Mark IV is on display alongside cars once owned by Laurel & Hardy, Marilyn Monroe, Buddy Holly, James Dean, and Conway Twitty.
- Cars of celebrities from other areas of life. This includes limousines that once belonged to Chicago native Hugh Hefner, who founded Playboy Enterprises, and Colonel Harland Sanders, who founded the Kentucky Fried Chicken (KFC) restaurant chain.
- Cars of national and world leaders. This category includes one-of-a-kind vehicles owned or used by royals, presidents, prime ministers, demons, despots, and other well-known world leaders. They are exhibited in two places.

1. A "Hall of Presidents" exhibit is filled with one of the country's most extensive collections of wax figures of former presidents - standing near a collection of their former presidential limos. Many of these carry the marques of "Classic Cars" like: Cadillac, Lincoln, and Chrysler.



2. "A World Leaders & WWII cars" exhibit which features vehicles used by people with names like Peron, Gorbachev, Khrushchev, Hirohito, Himmler, Hitler, and Stalin. Marques represented here are Packard, Rolls-Royce, Delage, Daimler, and Mercedes. Benito Mussolini's 1939 Lancia Austra parade car is one of these that draws a lot of attention.



- Cars of the Criminal Class. A "Gangster Land" exhibit features bank robber John Dillinger's 1932 Studebaker, a 1934 Ford Model 40B that was the "death car" for Bonnie and Clyde in the film of that name, a 1929



Lincoln that belonged to bootlegger, “Legs” Diamond, and more.



- Cars made famous via film or TV placement. Many cars became iconic because they were integral parts of the story in films and TV series. This museum has the “Family Truckster” from “Family Vacation,” a rare red 1950 Mercury pick-up featured in the “Sanford & Sons”



TV series, and a 1964 Ford Galaxie which appeared in the “Andy Griffith Show” series.

- The “Unique Creations” exhibit. This area features some “odd” cars, including one made out of wood, and a “Money Car” whose exterior was entirely covered with quarters.
- The “Miss Belvedere” exhibit. This shows a 1957 Plymouth Belvedere which was buried in a vault on the grounds of the Tulsa, OK court house in that year and which was to be returned to the surface in 2007 as a part of the city’s bi-centennial celebration. But the seal in the vault’s housing failed and the car looked awful after resurrection, diminishing its impact at the celebration. (My own my new 1957 Plymouth Belvedere rusted apart in three years, and it wasn’t even buried.)
- Monster Truck. If visitors have never been up close to a Monster Truck, they can be in this exhibit.
- Race cars. These are featured in three separate exhibits.
  1. “High Performance Machines” includes high

performance race cars and dragsters driven by folks whose names many race fans would recognize.

2. “Land Speed Cars” includes high-speed machines that once raced on the Bonneville Salt Flats - including one driven by Craig Breedlove.

3. A “Stock Cars” exhibit includes “historic” cars driven by several famous drivers. The marques in this exhibit include Ford, Chevrolet, Pontiac, and Plymouth. The museum is also home of the Illinois Stock Car Hall of Fame—which honors the prominent



figures who drove these machines with considerable success in Illinois.

### Other Facets of the Collection

Much of what visitors will see in this museum is comprised of things that one wouldn’t expect to see in a museum largely devoted to collectible automobiles. The variety and extent of these “other facets” cannot be overstated. Such items include.

- The “War Room Exhibit” includes artifacts dating from the World War I era until more recent time. This includes models of military equipment, helmets, flags, and “other historic pieces.”
- A display of Egyptian artifacts that makes use of props from the “Cleopatra” and “Ben Hur” films.
- “Journey Through Time” is a collection of rare, antique clocks (some of which belonged to U.S. Presidents). Vintage pianos and organs--some with ties to our presidents--are also present.
- A “911 Memorial” pays “homage” to those who lost their lives on that fateful day.
- A “Hall of Christ” presents a replication of “The Last Supper.”
- An extensive collection of artifacts and memorabilia that is related to the life, career, and cruel end, of President Abraham Lincoln
- The “Kennedy Assassination History.” A considerable amount of space is devoted telling the story of the assassination of our 35th President, John F. Kennedy, on November 22, 1963. It is reported to be one of the most extensive exhibits of this type in the country.



Important vehicles in use on the sad occasion of his assassination are on display, including the actual 1956 Cadillac open car that trailed the lead car (a replica of the president's Lincoln) in the procession on that fateful day. A flag which draped the deceased's coffin is also part of the display. Other aspects of the display will be of interest to the people who have long term fascination about the Kennedy family.

- "White House Furniture" is a collection of furniture and accessory items which once were in use in the nation's White House.
- A NASA Space Exhibit explores the solar system and zeros in on the Apollo 11 space mission which sought to conquer it. A replica of Apollo command module is part of the display. The role of the astronauts in the space program is illustrated.

The museum tour wraps up with two light-hearted exhibits which visitors may not have expected.

- "TV Land" is where additional cars that became "famous" in TV series are exhibited in settings that will be familiar to visitors.
- "Animal Kingdom" was not something I expected. It offers the chance to view "wonders of the wild" which are presented in the form of large, preserved animals that may be found in Africa, the Arctic, and other regions around the world. A life-sized, giraffe, a huge elephant,



zebra, lions, bears, moose, and varied birds are on display in what appears as their natural environments.

### The Museum's Future



Looking ahead, one may expect further embellishments of the collection. Mr. Lensing, its founder, doesn't seem content to rest upon his laurels. He has been quoted as saying that he wants the museum's reputation to rise to the level of it being a "Must See" attraction for people coming into the area from all parts of the globe. Given what he has accomplished in the last twenty years or so, that may well be a reachable goal for him and his team.

### General Impressions

The museum is a popular place. About 50,000 people visit it each year. Those who post ratings on the museum site are very positive about their experience.

Most visitors will feel as I did after my own visits to the museum—its contents are interesting, entertaining, and overwhelming. There is so much to see and experience. I suggest that visitors allocate at least two hours for tour of this museum. If they want to dig deeper and review materials is more detail, significant additional time would be needed. And, because visitors will likely be on their feet for a long time during their visit, they will appreciate the small seating clusters that pop up at several places within it. I know I did.

Older visitors may enjoy the museum more than younger ones. That would so be because so many of the "celebrities," the "celebrity vehicles," and the movies and/or tv programs they represent were in the public eye decades ago. Thus, the younger set may not know them. In contrast, the older folks may welcome such recollections.

Some have commented that they had been put off by some exhibits that were gruesome because of a focus upon violence - like the assassinations of Presidents Lincoln and Kennedy, gangsters who died in shoot-outs, and the presence of vehicles in the collection which once belonged to murderous despots. That may be a fair characterization, but the museum is about history, and history has always had its gruesome chapters. I found far more in the museum that creates awe and puts smiles on visitors' faces.

Finally, be aware that the museum is only open for a part of the year.

**Location:** 13825 Metric Road, Roscoe, IL 61073

**Phone:** 815-389-7917

**Web site:** [www.HistoricAutoAttractions.com](http://www.HistoricAutoAttractions.com)

**Hours:** Tuesday-Sunday, 10am – 5:00 pm last admission  
4 pm. Open only part-year. Check website or call

**Cost:** Adult: \$28.00. Ages 7-17: \$20. 6 and under: Free  
Family pass (2 adults and up to 4 children): \$65.00

**Handicap Accessible:** Yes

**Parking:** Free, ample, and adjacent to the museum

**Gift shop:** Yes. Auto-related and museum-specific items

**Food:** Snacks and soft drinks available in the museum

Other options available within a short driving distance.



# A Carburetor Repair Journey

by Tom Kleinschmidt

Fixing a carburetor by cleaning it, replacing the parts supplied in a carburetor rebuild kit and making a few adjustments are not necessarily all that needs to be done as carburetor components degrade. Troubleshooting the Stromberg EE-22 on our 1935 Chrysler Airflow revealed failures that required greater intervention. These repairs will apply to many aged carburetors. That is, these cars are well past the typical product ten-year design life!

The following is a chronology of our carburetor's issues, problem solving and repairs. This is not the only way or necessarily best way to do repairs. It is meant to be informational and not a guaranteed how-to. The mechanics reading this must make their own choices. End of disclaimer - let's get on with it!

## EE-22 Background

The Stromberg EE-22 was a very popular carburetor used in large cars of the 1930s including: Buick, Chrysler, Lincoln V-12, Nash, Oldsmobile, Packard and Pierce Arrow. Its predecessor, the EE-2 was used in the Franklin V-12. This broad use led to Stromberg making over 100 variations. The variations are in the size of orifices for air and gasoline metering, orientation of linkages, mounting to manifolds, air cleaner attachment, choke control, venturi pipes size and many more. The point is, an EE-22 is a platform for a configured product. In addition to the EE-22 designation on the float bowl there is an alphanumeric adjacent that is the configuration and there may be an alphanumeric on the base. In the case of the Chrysler carburetor, the base alphanumeric is the model of the vehicle, such as C2, CU. Be aware, these carburetors have been repaired multiple times over the last nine decades, so those alphanumeric numbers may or may not reflect the actual configuration.

## Discovering a problem

We were reinstalling and checking out the generator on the Airflow. I was monitoring under the hood and Mark Smith<sup>7</sup> was in the driver's seat. All was good. Finally, the

charging issue was resolved. Upon shutting the engine down, I heard a sizzling sound from the opposite side of the engine. Gasoline was coming out of the throttle plate shaft and dripping onto the hot exhaust manifold just below the intake manifold. This was not apparent when the engine was running. Yikes! We had been driving this car with no knowledge that this was happening.

## Troubleshooting throttle shaft leak

When the top of the carburetor was removed there was no gasoline in the float bowl. *How can that be?* We poured some gasoline into the float bowl and sure enough it ran out the throttle shaft and down the venturi pipes (throats) of the carburetor. The engine was getting unmetered gasoline, and gas was dripping on the hot manifold. *Great.* The lowest point adjacent to the float bowl contains the "power valve". This screw-in brass fitting is a normally closed valve. It is located below the accelerator pump and opens when the accelerator pump pushes down toward it. The valve was not closing. In fact, the valve's exposed pin that moves up and down was sort of flopping about - indicating the internal spring had failed.

New power valves are available<sup>1</sup>. As they are a configured item, they arrive disassembled. The proper orifice size to meter in the gasoline must be drilled into the valve body. The original power valve has the size of the orifice stamped on the top. That hole size was verified using a machinist drill shank of the same number. Hopefully the original





has the correct orifice size!

The new valve was installed. No more gasoline was coming out of the throttle shaft or down its throats. *Hooray!* There was a film of gasoline on the front of the carburetor bowl. Noted. We went for a test drive anyway. The car ran OK but was stalling on acceleration, as the new accelerator pump piston was not sealed to its cylinder yet.

### Troubleshooting gasoline film

After removing the carburetor once again - with a slight unintentional tilt - gasoline ran out between the top plate and the float bowl. Bad gasket? Not that easy. More on that later.

The upper-most point of the gasoline film was near the brass gasoline line fitting. That fitting had been glued in place. Removing the glue exposed the first failure - stripped threads in the float bowl boss. After consulting with several experienced carburetor friends, we determined the fix: Use a bushing with internal threads to match the gas line/float seat fitting. The bushing was machined on the lathe from a standard hardware store brass pipe reducer. They are inexpensive, readily available, have a hex nut end for easy assembly, and I had one in my plumbing stash.



To accommodate the bushing, the hole in the float bowl boss must be enlarged. The casting for the float bowl assembly is thin; extreme care must be taken when handling and modifying. The initial notion was to enlarge the hole using a drill and perhaps a reamer to get exact size. In discussion with our friend John Bruzan, an experienced home shop machinist, he pointed out that using a drill to enlarge the hole could "catch" on the metal and break the casting. The actual approach was to use a boring bar; a single point cutting tool used in the spindle of a milling machine. This is an operation that needed clear thinking and cautious action. We teamed up with John who graciously set up his milling machine and cut the boss hole larger. The boring was done in 0.005" diameter steps to minimize tool pressure and possible casting damage.

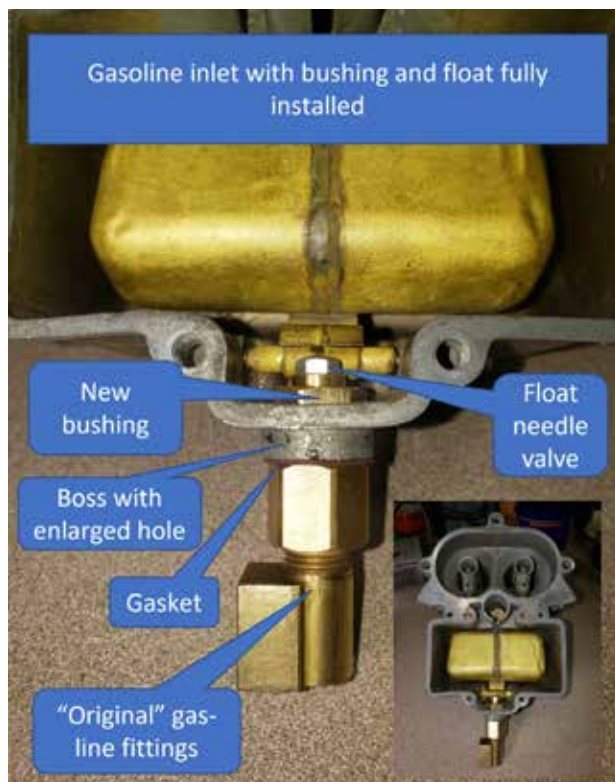
The bushing nut to float bowl surface was not flat. The bowl casting was slightly warped. The inside surface of the bowl was filed flat.

The bushing with gas fitting and gasket were assembled. Reminder, the bowl facing side of the gas fitting is the seat for the float needle. The gas fitting



and gasket distance to the outside of the float bowl determine the point where the needle and seat make contact. When it was glued in, the seat may or may not have been in the proper location. The distance from casting wall to seat affects the height of the gasoline in the float bowl. This is a standard adjustment when servicing carburetors.





### Test drive number two

The carburetor was reassembled, installed and again a gasoline film formed on the outside of the carburetor.

Upon closer examination, what looked like just a line in the casting next to the gas fitting was a hairline crack. Possibly the crack was caused by tightening the gas fitting to the gas line ferule without supporting both the fitting and ferule with wrenches, or the fuel line was pulled to one side. In any case this happened in the past and the thin bowl casting had a failure point.

### Fix the crack

Diecast pot metal parts are an alloy of zinc, aluminum and other metals formulated for specific purposes. Speaking with an adhesive and filler manufacturer, JB Weld; there is no epoxy or other polymer that is rated for continuous exposure to gasoline. Gas tank liquid liners deteriorate for the same reason – I asked. This was evident in the legacy repair of polymer coating lining the float bowl. The coating was flaking off and bubbling in many areas. That failing material was removed in our first round of repairs and the remainder is stuck fast. The floor of the float bowl is very rough – something corrosive in its past? In addition, there are two existing polymer patches for breaches in the side walls. *The ship is sinking captain!*

Some on-line searching uncovered a soldering product called Muggyweld<sup>2</sup>. It is a pot metal solder that melts at a lower point than the pot metal itself. *Brilliant!* The process to make the solder joint is to heat the diecasting with a propane torch and apply the solder. A propane torch flame is substantially hotter than the melting point of pot metal. Melting the original part is a real possibility. I bought a

Muggyweld kit and was about to start looking for an old carburetor to practice on.

From the outset of this repair activity, we were searching for another float bowl or whole carburetor - with no luck. EE-22s in good condition have become difficult to find and very expensive. Fate intervened just as I was about to embark on the Muggyweld learning process; the Airflow Club newsletter arrived. In it was a commercially rebuilt EE-22 carburetor for sale. This one was “turnkey”, not cheap but a palatable price. Changing course on the repair kept our priorities straight - get the car back on the road.

### Trust but verify

Not so fast on that turnkey statement! The “new” carburetor was from a different model Airflow. Externally, the choke and throttle linkages are on the opposite side from the one on our car. Solutions could be to swap linkages from side to side, exchange linkages from one carburetor to the other or swap out float bowl assemblies. Float bowl assembly swap was the simplest with the least chance of creating new problems.

The fuel and air proportions (orifice sizes) in all circuits must be correct for proper engine operation. The fundamental question remained; is the configuration of ports and orifices the same? Airflow club member John Heimerl<sup>4</sup> provided scans of original Stromberg service documents by car model, as to what the orifice sizes and adjustments should be. A lifeline for sure! Orifices were checked - again using machinist drill bit smooth shank ends. The drill shanks were measured with a micrometer to verify that their diameter matched that of the orifice being checked. A real machine shop would use pin gauges – I used what was available to me. A spread sheet of relevant measurement was created and used as a log and check list. Components that I could verify were checked and looked the same.

### Mind the gaps

The carburetor was cleaned and reassembled. The carburetor is basically a triple decker sandwich consisting of a die cast top with choke, center die cast with venturi pipes and float bowl, and bottom cast iron throttle base. Gaskets are used between the layers to keep air and fuel in the proper places. It was time to investigate the float bowl gasoline leak between the top and bowl found after the power valve was fixed. Gaps were found using a 0.005” flat feeler gauge. The 0.005” was chosen as it is ridged enough to poke round without kinking and will find gaps between layers. There were plenty of gaps. The top casting above the float bowl, being a thin piece, was warped the most. The center float bowl casting top was warped a bit too. When disassembling the professionally rebuilt carburetor there were two gaskets between the top and center sections. An error or a fix for warpage?

The mating surfaces were flattened on a cast iron surface plate<sup>5</sup> using 120 grit sandpaper. The residual fine sandpaper



scratches were easily sealed by the gasket and 120 grit makes for efficient and controlled removal of metal. The top's gasket surface was coated with a Sharpie marker to help in monitoring the flattening progress. The goal is to only take off what is needed to make it flat.

The castings were rubbed on the sandpaper in a figure eight motion and the casting was rotated 90° every few sanding cycles. This method is to reduce the effects of uneven hand pressure on the casting and therefore keep the surfaces as parallel to original as practical.



The mating of the center section's flange that contain the venturi pipes to base is via a very thick fiber spacer with a gasket on each side. The gasket surface on the original carburetor's venturi pipe flange was warped too. Image is of original carburetor.

On the original, I started fitting the surfaces. As the venturi tubes extend past the gasket surface, the surface plate method would not do the trick for flattening. The spacer was slightly sanded flat on the surface plate and some filler was needed near the vapor ports (for lack of the proper words). I used some hardening Permatex gasket maker. Using the feeler gauge and a fine file to flatten the metal, I was making good progress on the center section. That project was not completed as the rebuilt carburetor center section replaced the original. I recall checking the new center for gaps but don't recall that any work was needed.

### Test drive three

Needless to say there was a lot of cleaning for each test run. The assembled carburetor was once again checked for gaps between mating gasketed surfaces. The carburetor was once again installed. We started the car and the most amazing thing happened. The gasoline stayed where it was supposed to; the carburetor was dry on the outside. Once again on the test





drive the accelerator pump was not yet seated, but after a bit of driving it got into its happy place. We were done.

### Insights

1. In retrospect it took a long time for the float bowl to fill with the auxiliary electric fuel pump. We had attributed it to evaporation from sitting. We know better now.
2. There is a lot of carbon buildup on the exhaust tip, indicating a rich gas mixture. Another indicator of the power valve failure.
3. If the electric fuel pump remains on with the mechanical one, it will slightly over-pressure the system and gas will come out of the vent above the float. New rule, use electric pump for priming only, if needed. The pressure rating of the electric pump is only slightly higher than the mechanical pump and empirically we know that is too much pressure for running.

### Conclusion

The custom bushing and new power valve remain in the old carburetor center section. They worked fine but have less than a mile of service. The Muggyweld product remains a future project as it was not required for the final repair. This was definitely the “long game” approach to repair. I worked on the carburetor over a number of months with the goal of doing no harm.

Success came with the help of many people. Make sure to ask for help and recommendations for help. Some will not apply and some will be critical. I hope our experience is

useful to others in the quest to *keep ‘em on the road*.

### Acknowledgments and sources

1. **Power valve** a.k.a. Economizer bypass jet part P-18344; Bruce Blevins [blevinsb33@aol.com](mailto:blevinsb33@aol.com)
2. **Pot metal solder** <https://www.muggyweld.com/product/super-alloy-1/>
3. **Carburetor kit**
  - a. Sourced from eBay: '33-'39 Packard Std and Super 8 Stromberg EE-22 and EE-23 2-barrel rebuild kit.
  - b. Maker: <https://daytonaparts.com/index.html>
4. **Stromberg carburetor data:** John Heimerl – Airflow Club of America member [ntenna@me.com](mailto:ntenna@me.com)
5. **Carburetor repair consultants**
  - a. John Heimerl – Airflow Club of America member [ntenna@me.com](mailto:ntenna@me.com)
  - b. Randy Fusco – Carburetor restorer, H.H. Franklin Club Inc. member [fuel-n-fire@comcast.net](mailto:fuel-n-fire@comcast.net)
  - c. Bob McKee – race car designer
  - d. John Bruzan – experienced home shop machinist
6. **Cast iron surface plates** are an obsolete reference measuring surface formerly used in machine shops. They are now replaced with granite ones so it is a great thing to repurpose as they are very inexpensive. Any known flat surface will do; the top of a cast iron table saw will work fine.
7. Mark Smith and Tom Kleinschmidt co-own the 1935 Chrysler Airflow Imperial sedan whose carburetor is the subject of this article. It was purchased in 2017 with the intent that it would get driven more if two people were using it. Hasn't worked out that way, but it does get used.
8. **Rebuilt carburetor** Jon Clulow – Airflow Club of America member.







## CLASSIC CAR CLUB OF AMERICA

### Approved CCCA Classics

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

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

For complete information go to the website :[http://classiccarclub.org/grand\\_classics/approved\\_classics.html](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	

#### YOU DON'T HAVE TO OWN A CLASSIC CAR

to be a member of The Classic Car Club! All you need is an appreciation for these fine automobiles. We encourage you to join our tours and events too! Not everyone owns a Full Classic®, but everyone can join the fun.

4 suburban Chicago locations since 1945

Visit our website

[www.riggsbros.com](http://www.riggsbros.com)



Auto Interiors, Marine Canvas & Specialty Coverings

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



It seems like just last month we welcomed in the new year but here it is May already! Time sure does seem to be flying by. Although May is celebrated for flowers and budding trees and green grass, it also starts to bring out those wonderful old cars!

Car shows, cruise nights, show 'n shines, or whatever they may be called can now be found every day of the week. This club has had two events thus far. The first, a garage tour, was in early April. It felt good to get out, and the weather was nice enough for a couple of brave souls to drive their vintage cars. May found us taking another, longer tour which also visited two superb collections. You can

read about both of these tours elsewhere in this issue. I hope seeing the quality of the collections we visit will encourage more of you to join our next one - and invite your friends. Besides the cars, there is always the camaraderie, fun, laughter, and food is usually involved. Of course, the highlight of the year, the Oakbrook show, will soon be here. And don't forget the picnic. Talk about food! Grilled hot dogs, burgers, and about 100 assorted salads, sides, and desserts. It's always a good time, relaxing in the shade, catching up with other members and meeting some new ones.

It's also vacation time for a lot of us. Some of you travel out of town to various concours, as exhibitors or as spectators. If you're going to one of those, please take pictures, take notes, and let me know! Maybe you'll be visiting a private collection, or a museum. We'd all love to read about it. It's impossible to visit all of the fun and interesting places on the menu, so sharing your experiences is a good way for others to enjoy, and perhaps add something to our bucket list.

I haven't made my travel plans yet but the clock is ticking and time is flying. I promise to share any car-related attractions I may come across. I hope you'll do the same!

*Maureen*

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









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