

UP TO SPEED

July/August 2019

Greater Illinois Region/CCCA
<http://GIRCCCA.com>

"Let's go for a ride"

M. Blevins, editor



Message from the Regional Director

Greetings fellow members.

It has been said that when you're least expecting it one can come across the most amazing discoveries. I had one recently and would like to share those observations with you.

I've never fancied myself a Chevy guy, let alone a Corvair aficionado. Though I owned a hybrid of one many years ago, I never took the time to do any research or dive into the history of this uniquely American vehicle. The hybrid I'm referring to was a Glenn Pray model 8/10 Cord vintage 1966. This was powered by a Corvair 110 drivetrain.

I thought my interest in these vehicles was left in my rear view mirror decades ago until I happened upon a Corvair meet at Pheasant Run in St. Charles.

Being forever a car guy with a thirst for all things on wheels I thought I'd do a quick dash in and out and see what I could see. Although there were many recognizable Corvairs, even a small subset of modified V-8 powered cars, what spoke to me and demanded further exploration was something called a Venture Ultra Van. This too was an amalgamation of Chevy engineering combined with somebody else's idea of what an RV could be. I've included a photo of one in case you're wondering why it caught my eye.

Now I could easily write a couple more pages about what I found interesting about this vehicle and the amazing conversation I had with its owner who was willing to answer any question I had. He even prepared printed handouts for those with above average curiosity. But that wouldn't be the point of this article. The point is that all it takes is opportunity and time to engage others into those things that we are most passionate about.

Think about the opportunities you may have for driving your classic or other special interest car to not only officially sanctioned car club events but just as a Sunday drive, ice cream getter, or even the occasional fuel up. You'll never know who you'll bump into that may want to know more than just what is it. Starting up a conversation may lead to endless possibilities for the inquirer as well as you. Maybe it's the mechanical genius that propels it, maybe it's the brightwork,



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GIR/CCCA 2019 Events

August 25: Geneva, IL Concours d'Elegance

October 18 - 20: Fall Tour: Details pending

November 17: Annual Dinner - Exmoor Country Club
Details pending.

Other Events of Note

August 18: Pebble Beach Concours d'Elegance

September 1: Rise & Drive 9 am - 12 noon - 250 W. Bradley Place, Chicago, IL 773-902-1200 - free and open to the public. Cars, conversation, coffee and donuts!

September 14: Chrome & Coffee - Iron Gate Motor Condos, Naperville - 9 to 11 am - Featured Marque is Antique/Classic and Italian. Free to attend.

September 8: Des Moines Concours d'Elegance

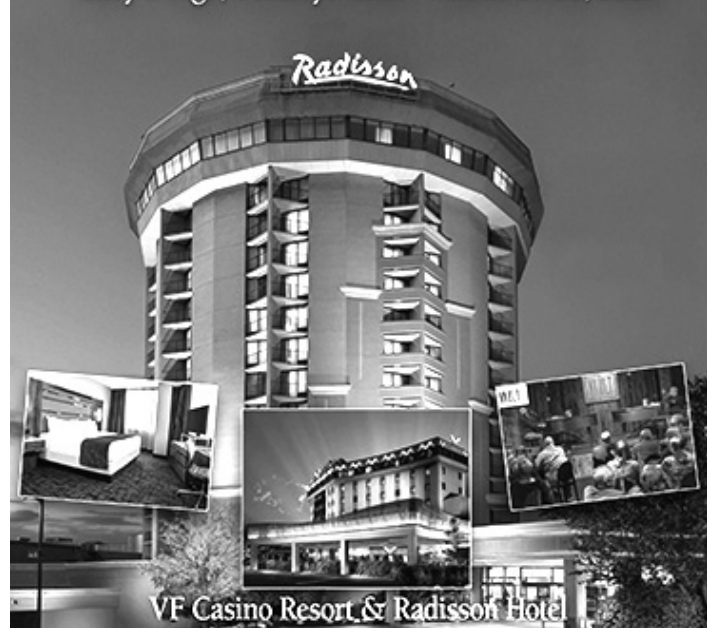
September 21: USO Car Show - Great Lakes Naval Center

October 26: Las Vegas Concours d'Elegance

November 3: Hilton Head Island Concours

Drive to the 2020 Annual Meeting

Valley Forge, Pennsylvania • March 25-28, 2020



Cover Photo: Packard Cormorant Hood Ornament
photo by Robin James

Editor's Corner



Well here we are in the "dog days of summer". Historically the 'dog days' were the period following the rising of the star system Sirius, which Greek and Roman astrology connected with heat, drought, sudden thunderstorms, lethargy, fever, mad dogs, and bad luck. We generally do get heat, drought and thunderstorms this time of year but bad luck? Hmmm. I didn't know that was seasonal.

This really has nothing to do with cars, but I've always wondered where that saying came from and I just thought I'd share the knowledge. And anyway, it is a 'classic' expression.

To get through these dog days, there are tricks to keeping your classics running cooler, I'm sure. If anyone would like to share their tried and true method for keeping engines running cooler, please email me and I'll print what I get in the next Up To Speed. Who knows? Someone out there might just have a tip that is the 'cat's pajamas'.

- *Maureen*

maybe it's the exquisite lines of the body or maybe it's the noise it makes. Whatever happens to capture someone's attention for whatever reason, invest a few minutes of your time if they take an interest in knowing more. We owe it to the generations that follow to give them a little something back, even if it's five minutes at a time.

CORD'ially,
Russ



From the factory Ultra Vans were all white, with a gold stripe down the side. In the '60's when there came to be more and more on the roads, truckers would talk on their CB's about "funny little white whales on Wheels." The nickname stuck. The Club's newsletter is called WOW for Whales On Wheels.

From the Mailbox

Packard Club Members and Friends,

Thank you to everyone who supported the 2019 POC-GIRCCCA Combined Club Picnic at Lake Barrington Shores! Eighty-one people were registered and, while there were a few no-shows, we had several surprise participants. It was a big crowd with great camaraderie!

A special thanks to Bruce Grabenkort for planning and hosting the event. Making arrangements for us to use the shaded beach, grills, tables, and other facilities, as well as work Bruce did on the day of the event was essential. Also, we all appreciate Bob LaSpina, Pat Norris, and Bob's friend Ron for their skill as chefs! Bud Schweppe did great work in coordinating GIRCCCA's involvement and hauling down a car load of chairs, tables, coolers, and other necessities. Thanks to Charles Falk for directing traffic! And of course, thank you to everyone who brought enough food to create an endless buffet line of side-dishes, salads, and desserts!

There were many beautiful cars, but a special thanks to Paul and Jan Grant for bringing Jan's spectacular 1937 Super Eight Coupe from Wisconsin!

It was a great day that will long be remembered!

John Maxson, Activities Director
The Packard Club

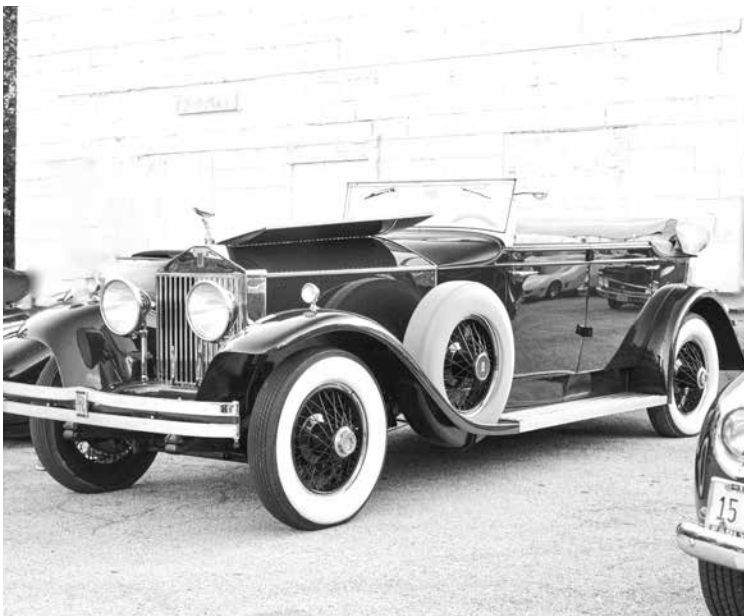
Car Shows

CCCA member Robert Starzyk coordinates one of the biggest car shows in the area - the Palos Heights Show. This year was the 16th Annual event and as usual, there were over 500 cars. July 18th, a Thursday, was hot, but the streets in Palos Heights were jammed with cars and spectators both.

The Jon Freeman Award, given in honor of Jon, a recently deceased GIR member, went to Pete Toto for his 1932 Stutz, who generously gave the award to the Freeman family.

Jim and Joann Tharp brought out their 1932 Packard, and the father and son team of Dennis and Tim Hayward brought out their 1927 Rolls Royce.

Also in the Classic area was a newly restored 1935 Chrysler Air Flow owned by Raymond Jackson.



Car Shows

What is usually a well attended event was a bit light on both entries and attendees this year. The only thing not in short supply was the rain. AACA held their annual meet at Cantigny Gardens on July 21st but had a heavy rainstorm to compete with. Still, a number of GIRCCCA members were on hand to show their cars and to do some judging.



Bill Morris waits out the rain inside his Pierce Arrow while another entrant makes use of a small canopy set up over her car to keep her somewhat dry.



The day's big winner was this 1960 Skoda, which the owner brought with him from Czechoslovakia.



In spite of the weather Darlene Sobczyk was smiling and cheerful as always under the big umbrella.



Frank Troost and Dan Sobczyk discuss the merits of an entry while Charles Falk inspects another car.



Jim Manak and his 1962 Trabant Kombi Wagon

GIR/POC Annual Picnic



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GIR/POC Annual Picnic



Members & Guests in attendance: Ray & Gail Bacci, Mike & Renee DeLapp, Rachael & Anne Dose, Charles & Joan Falk, Jim, Mary Lou, Bill & Janet Friedrich, Bruce Grabenkort, Paul & Jan Grant, Bob & Sheila Joynt, Bob LaSpina, Gene & Christine Maslana, John & Jennifer Maxson, Pat Norris, Pauline, Marc, & Matthew Obermann, Claude & Audrey Ohanesian, Kim Roberts, Dezi, Donna, & Veronica Seabrooks, Sally & Steve Styers, Gary & Terry Thomas, Rob & Rosemary Troxel, John & Linda White, Greg & Cherie Haack, Wally Ruppert. *Photos by Charles Falk and Bud Schveppe*



News and Notes



I thought I should share the attached photo which was taken last week when the Union Pacific "Big Boy" #4014 came through the Chicago area. We decided to drive our 1938 Cadillac Model 75 Fleetwood Convertible Sedan to a nearby viewing area and this photo was captured by one of the other enthusiasts. Sometimes great photos come out of sheer luck and this is one of those times. Thought I should share it with the CCCA. - Bob Lederer

For sale: 21 issues *Automobile Quarterly*, ranging from Vol. Number 2 thru Vol 51 plus 2 "Executive planners-\$6.00 each. Paul TerHorst pterhorst@sbcglobal.net or call 847-558-9732

In Memoriam

Bob Merrifield passed away on July 13th. Bob was a member of the AACA and the Waukegan/North Chapter. Bob served as president of the region 1984 and 1985. At one time, he owned 60 vehicles. He was blessed to have many friends and thoroughly enjoyed his membership in the Illinois region of the AACA over many years. He will be missed.

Dave Arnswald passed away on July 15, 2019. Born June 22, 1936, he was married to Carol Arnswald 59 years. He loved 32 Ford Roadsters and Buicks, classical music, operas, golfing, and skeet shooting. He served 40 years on the planning + zoning board with the village of Schiller Park. Dave was a long time Oak Brook Car Show attendee with his 1972 Buick Electra, and an occasional member of GIRCCCA

Automobile Air Conditioning: A Brief History

Since very early automobiles didn't have either windows or roofs, the breeze was enough to keep passengers fairly cool and cars didn't go fast enough for a gentleman to lose his hat or turn a lady's parasol inside out. But enclosing them to keep passengers from the elements caused another dilemma; keeping passengers from heat exhaustion.

A company in New York City first offered installation of air conditioning for cars in 1933. Most of their customers operated limousines and luxury cars.

In 1939 Packard invented the first air-conditioned car. Dashboard controls however, came later. Should the Packard's passengers get chilly, the driver would have to stop the engine, pop open the hood, and disconnect a compressor belt. The 1940 Packard was the first car to offer factory-installed air-conditioning and by 1969, more than half of all new cars sold were equipped with A/C.

There is always that one naysayer. In a 1971 front-page story, the New York Times implicated air-conditioning in the death of the convertible, postulating that: "In the age of air-conditioning, real air has lost its value." Hmph! Never.

In 1939, Packard became the first automobile manufacturer to offer an air conditioning unit in its cars. Manufactured by Bishop and Babcock Co, of Cleveland, Ohio, the "Weather Conditioner" also incorporated a heater. Packard fully warranted and supported this conversion, and marketed it well. However, it was not commercially successful for a number of reasons: The main evaporator and blower system took up half of the trunk space (though this became less of a problem as trunks became larger in the post-war period) and it eventually was superseded by more efficient systems. At a price of US \$274 it was unaffordable to most people in depression/pre-war America. Cadillac, Buick, and Oldsmobile added air conditioning as an option on some of their models in the 1953 model year. All of these Frigidaire systems used separate engine and trunk mounted components.

In 1954, the Nash Ambassador was the first American automobile to have a front-end, fully integrated heating, ventilating, and air-conditioning system. The Nash-Kelvinator corporation used its experience in refrigeration to introduce the automobile industry's first compact and affordable, single-unit heating and air conditioning system.

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