

The

DASHBOARD

DECEMBER 2023



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



Inside This Issue

December 2023

Letter from the Director	2
Calendar of Events	3
Editor's Page	4
List of 2023 Oakbrook Exhibitors	5
Geneva Concours 2023	6 - 9
Introducing: Gary Gerstner	10
Hershey Fall Meet	11
The Simplex	12 - 13
Cover Car	14 - 18



Annual Dinner	20 - 24
Silver Streak Co-eds by John Butte	25
Lincoln Coach Door	27
CCCA Approved Classics	28



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(April, Aug, Dec)

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1/4 page	\$300
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Up To Speed

Black & White Newsletter published 3x per year

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

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LETTER from the DIRECTOR

Dear fellow members;

I know it's cliché to say that the car season always seems to fly by, but I think for those of us who have experienced enough Midwest winters we know that winter is our opportunity to enjoy the car hobby in a different way. What I mean by that is I know many of you enjoy Southern escapes with second residences in warmer states.

I confess, I find this solution inviting, with the idea of driving and extending the season very tempting, but it doesn't mean we can't continue to enjoy the hobby, even if we aren't lucky enough to have a second home where the temperatures are conducive to this.

As my professional life has me hopping on and off planes all across the country, I do find it opportunist to scratch my car itch by renting something fun, visiting museums, and private collections, as well as enjoying the scenery of roads I've never traveled on before.

If you are not fortunate enough to have the opportunity to travel during the winter months maybe you can take a vacation of the mind and open one of the many books I'm sure you've acquired, never quite finding the time to explore the pages and pictures of cars that we connect with. I know I have a library full of books that not only demand a first reading but many a second or third.

And lastly, may I suggest there are treasures in your own backyard that would love you to pay them a visit. We have at least three wonderful museums open to the public within the short drive of where you live and many more beyond that. Just in case you're wondering what I'm referring to, you might want to check out the Volo collection. I understand they have a very unique and new Titanic exhibit as well. There is the Klairmont collection which has undergone a facelift over the last couple of years and there's always Wheels O' Time.

So as we prepare to embrace the full holiday season and all of its splendor, I want to take the time to thank everyone who has helped make this club something unique and special. The board has done a terrific job giving up their time and expertise to curate events that we hope you'll enjoy. And our publications Editor Maureen continues to outdo herself on every publication. I invite you to let them all know that their efforts are appreciated.

Until we meet again, I'd like to wish you a very happy holiday season and a 2024 filled with great new memories and experiences.



CORDially,

Russ



In Memoriam



Ray Bacci

November 30, 2023

There will be a visitation January 19, and a Mass on January 20, 2024.

Additional information will be posted later on the website of the Steuerle Funeral Home, Villa Park, IL.

<https://www.steuerlefh.com/>

Our deepest sympathy goes out to his wife and family.

Board of Managers



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Upcoming Events

2024

January 21 - Arizona concours - Scottsdale, AZ
"The Art of Automotive Design"

February 24 - 25 - Boca Raton Concours d'elegance

March 2 - 3 - Amelia Island Concours d'elegance

March 20 - 23 - CCCA Annual Meeting - Huntington
Beach, CA <https://www.classiccarclub.org/events>

June 9 - 15 - National Packard Club 57th Annual Meet
Brookfield, WI <https://www.packardclub.org/>

May 31 - June 2 - CCCA Museum Experience: Power
& Performance Then and Now - Hickory Corners, MI


June 16 - Fathers Day - Annual GIRCCCA Oakbrook
show

July 13 - Concours d'elegance at Copshaholm - South
Bend, IN

August 18 - Pebble Beach Concours d'elegance

August 25, 2024 - Geneva, IL Concours d'elegance

October 8 - 11 - Hershey Fall Meet



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Call for Stories and Ideas

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

If you are interested in contributing a regular column please contact me. I am open to ideas. Let's talk!

And remember - If you have a car you would like featured, don't be shy! Give me a call at 815-483-8216.

The EDITOR's page



Welcome to the final issue of The Dashboard for 2023. The next issue will say 2024. Hard to comprehend, but in some ways, I'm already into it. Putting together calendars and events months ahead has me already thinking 2024. But we still have some of 2023 left, so this is the perfect opportunity for me to wish each and every one of you a Happy Holiday season! Whatever holiday you celebrate, I hope it's spent in peace, comfort, and the company of loved ones.

Looking back over the past year, I hope there are some good memories to be had. Just looking at some of these summer scenes makes me forget for a minute that it's actually cold outside. Looking ahead, I've listed some major car events in the calendar. Something to look forward to and plan ahead for. I'm sure that calendar will have many more events to fill it once we get past the holidays.

Holidays are a time for family. Some families get larger as babies and in-laws get added. And some, like mine, get smaller, as the older generation slips away, one by one. Thankfully I've never been one to dwell on the past, and certainly not on loss. I'm grateful that I got to have the people in my past that I did. And although I sincerely miss each and every one of them, I have lots of good memories to remember them by. And that helps. Part of my wish for you is that you remember the good times, and may we all continue to make new memories - good memories.

One of the things I'm looking ahead to is a major trip, come Spring. I'll be going to Prague! I'm really looking forward to it, and I'm even learning a bit of Czech. I want to be able to ask directions, read a menu, and make sure I can find the bathroom. If I find any interesting cars or museums while I'm there, rest assured I'll have my camera with me at all times so I can share those via a future issue of *The Dashboard*. If you know of any in that vicinity, let me know. I'm still filling in my itinerary.

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

Maureen

Welcome to our New Members:
Justin Mahlik, Craig Kappel

We Get Mail

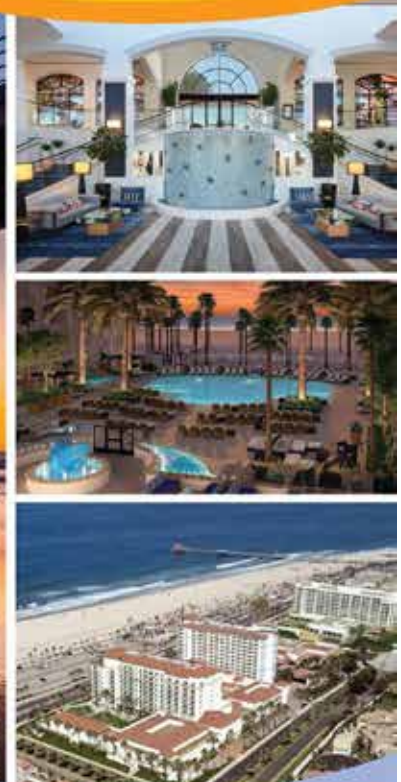
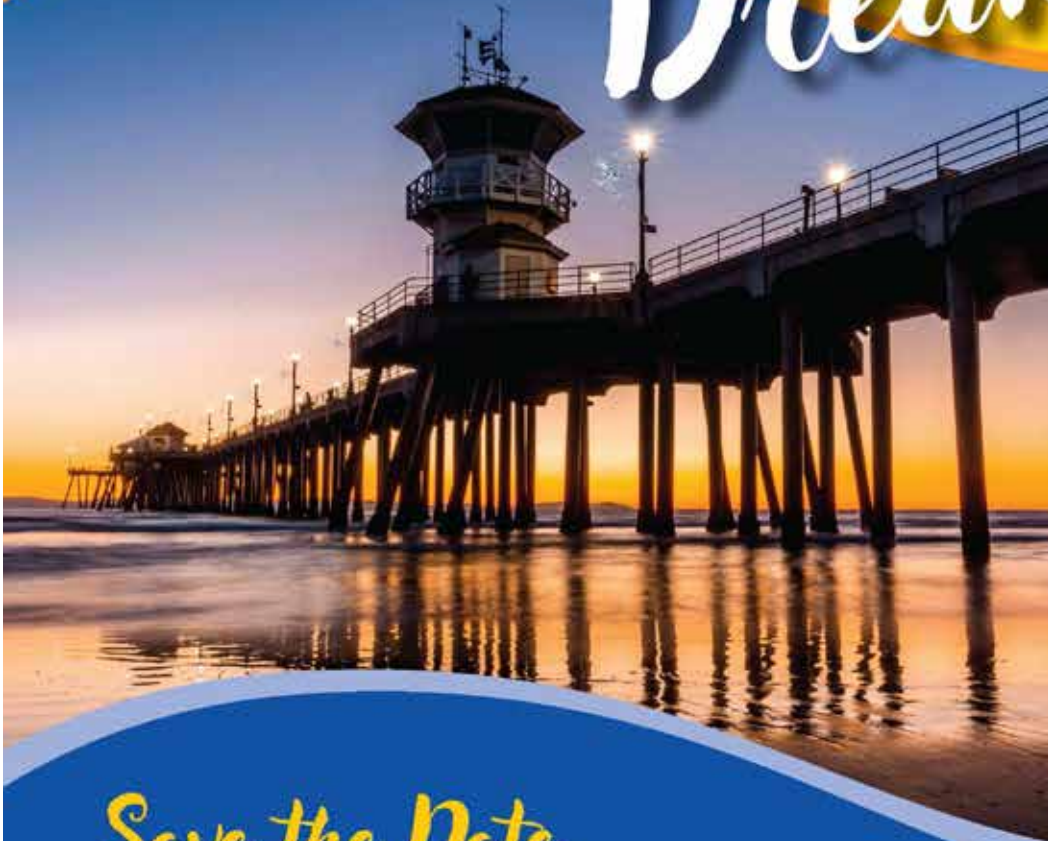
Maureen,

Yikes, another great issue! I really enjoyed this issue's contents, from the Oak Brook show to the Copshaholm Concours. Hey, the Lambert history lesson was also interesting. I met Julie and her daughters who were eager to show me that they knew how to start the car.

It was delightful to see all three of our Metropolitans in print. Thanks for memorializing them!

Burt Richmond

California Dreamin'



Save the Date

MARCH 20-23, 2024

**2024
CCCA ANNUAL
MEETING**

Huntington Beach, California

Dear CCCA Members,

Mark your calendars for the 2024 CCCA Annual Meeting, scheduled for Wednesday, March 20 through Saturday, March 23, 2024 in sunny Huntington Beach, California. Our host hotel is the Waterfront Beach Resort, a Hilton hotel just steps away from the Pacific Ocean. A secondary hotel nearby will also be available to accommodate participants.

The schedule of events is being finalized but plan on tours of automobile collections, visits to local attractions, CCCA business meetings and the Grand Classic display and judging of Classic Cars.

Huntington Beach is 40 miles from Los Angeles International Airport (LAX) and just 10 miles from John Wayne Airport (SNA). More information and registration forms will be published in a future issue of the *Bulletin* and will also be distributed via email.

We look forward to your participation.

The Annual Meeting planning committee

Geneva 2023

Once again the weather gods were smiling. It was a perfect day to enjoy walking the tree-lined streets of Geneva, IL admiring the wheeled art work on display and running into friends.

Patt Barrett and Sheila Joynt - two ladies who are the heart and soul of this concours. Thank you for another wonderful show!



John Hansford 1929 Cadillac 1183B Sport Phaeton
Geneva Concours d'elegance award



Richard H. Driehaus Collection 1941 Continental Town Car
Outstanding Closed Car Award



Danny Sobieski 1930 Cadillac Roadster
Outstanding Coach Work Award



Steven Zumdahl 1925 Rolls Royce Silver Ghost
Carl F. Benz Class Award

Geneva 2023



Robert Lederer 1932 Packard 900 Convertible Coupe
Carl F. Benz Class Award



Jeff Ozan 1927 Hudson Jan-00 Roadster by Murphy
Geneva Concours d'Elegance Award



Bill Honiotes 1928 Willys-Knight 66A Sedan
Preservation Award



Dennis Lee 1937 Rolls Royce Gurney Nutting Coupe
Carl F. Benz Class Award



"World's Fastest Novelist" Burt 'BS' Levy was there autographing his auto themed novels.



1940 Buick Custom Town Master Prototype

Dan Slowik



Gerald Levisay 1933 Chrysler CL DW Phaeton
Outstanding Paint Award



Paul and Jan Grant 1932 Packard 902 Coupe-Roadster
Carl F. Benz Class Award



Alan & Mary Alyce Blum (with the Mayor of Geneva)
1931 Packard 833 5 Passenger Coupe - Mayor's Choice Award



John Rock was joined by his dad Gary for the day.

1931 Rolls-Royce Phantom II with coachwork by Brewster

What would this concours be without the esteemed Bob Joynt to narrate the awards ceremony.



GENEVA
CONCOURS
d'Elegance

See you all next year!
August 25, 2024

Photos contributed by M. Blevins, G. Gerstner, M.E. Thielemann



Heading into the winners circle



Russ Rodriguez

1937 Cord Cabriolet



Joseph & Debra Coletta

1933 Packard Coupe Roadster

List of GIRCCCA Members receiving awards:
 Congratulations to these and to all the award winners!

Carl Rossi - Carl F. Benz Class Award
 1974 Continental Mark IV Mark IV

Richard H. Driehaus Automobile Collection - Outstanding
 Closed Car 1941 Continental Cont. 2dr Town Car

Humberto Garcia - Geneva Concours d'Elegance
 1971 Continental Mark III Coupe

Paul Grant - Carl F. Benz Class Award
 1932 Packard 902 Coupe-Roadster

John Hansford - Geneva Concours d'Elegance
 1929 Cadillac 1183-B Sport Phaeton

Kurt Karlson - Carl F. Benz Class Award
 1964 Continental LC Convertible

Kristin Kennedy - Carl F. Benz Class Award
 1952 Bentley Mark VI Drop Head Coupe

Robert Lederer Carl F. Benz Class Award
 1932 Packard 900 Convertible Coupe

Gus Levisay - Outstanding Paint
 1933Chrysler CL DW Phaeton



Alan Blum - Mayor's Choice

1931 Packard 833 5 Passenger Coupe

Danny Sobieski - Outstanding Coach Work
 1930 Cadillac Roadster

Steven Zumdahl - Carl F. Benz Class Award
 1925 Rolls-Royce SlvrGhst Pall Mall Touring

Introducing...

Gary Gerstner



By now, I'm sure most of you know who Gary is, or at least you've seen him around. You may have noticed him at GIRCCCA events as 'the guy with the ladder'. Gerstner likes a higher angle when shooting cars, so he carries a small step ladder around with him at car shows. A member of GIRCCCA since 2008, and a member of the Board since 2021, Gary is a retired marketing guy now enjoying his second career as a free-lance photographer and contributor



to *Hemmings Motor News* and *Muscle Machines* magazines, and the *mcacn* (Muscle Car and Corvette Nationals).

He originally joined the club when Ed Schoenthaler told him he did not need to own a classic in order to join and invited him as a new member to display his newly restored, original owner 1967 SS427 Chevelle at the Father's Day Car Show that year. He particularly likes the fact that his muscle car can be shown along with the classics at the Oakbrook show. "My brother and I went to that show when it first ran in 1968 with our Dad, and every year after that until he passed in 1997. Our Dad was a Packard guy and we grew up loving anything with an engine and wheels. I was one of those kids who, at five years old, could name any car out there."

Gary originally intended to be an art teacher, but only worked in that field for about 18 months. When funding for arts programs was cut back, he found a job with his dad's company, Continental Scale, moving from maintenance to machinist to mechanical designer and eventually to marketing - a career of 40+ years that he admits he "never planned on".

It was through that marketing job that he met his current wife, Sandi Smith, a creative writer who was also in marketing, with her own business.

They married in 2004 and between them they have six children and three grandchildren.

His career as a photog for muscle car mags came through his own car - a 1967 Chevelle into which he put an L88 Corvette 427 engine, along with some other modifications. Hemmings did a feature on it, with Gary shooting his own photos, and that in turn, opened doors to other hot rod magazines, for which Gary still shoots.

You can read that Hemmings article here: <https://www.hemmings.com/stories/article/the-l88-and-the-long-wait>



Hershey 2023

by John Rock

Hershey, PA Fall 2023

2023 represented the second year of the “adjusted” schedule. Historically, the fall swap meet and show ran from Wednesday through Saturday. Starting in 2022 the show started on Tuesday and ran through Friday. The change was a result of Hershey Park’s desire to be open on the weekends.

Tuesday, Wednesday, and Thursday were perfect weather days, cool in the morning but it warmed up quickly. The swap meet did not disappoint with plenty of parts, automobilia, signs, pumps and vehicles for sale.

We did wake Friday morning to light showers that ended early and the majority of the cars arrived on the show field without getting rained on.

As a reminder, the AACA accepts vehicles that are 25 years old and older. That means you see vehicles in the show that were built from the late 1800’s to 1998. The show field is very eclectic.

The RM Sotheby’s auction offered 327 lots this year. From automobilia to vehicles, this year’s offerings were diverse with some magnificent pre-war classics and brass cars. Excitement built Thursday night as a good friend and fellow CCA member from Rhode Island was the winning bidder of a magnificent 1909 Rolls-Royce Silver Ghost.

Mark your calendars! The dates for 2024 are Tuesday the 8th through Friday the 11th of October. The 2024 schedule is already up online. <https://hershey.aaca.com/eastern-division-fall-meet/event-schedule/>



A Very Brief History of the AACA Hershey Region's Fall Meet

In 1955 Jim Ladd held an organizational meeting at his home and the twenty men and women who attended agreed to petition AACA to become a region. The charter was granted and the new Hershey Region was named host for the AACA Fall Meet held October 8 – 9 in the Hershey Stadium. About 400 cars were entered for judging on Saturday. However, rain soaked the field and scared off about 100 of those registered.

A rare 1912 Simplex

Seven vendors set up an array of parts for sale outside the stadium, thus the flea market was born. Volunteers from the new region registered the cars, arranged for judging, scheduled an early Sunday morning breakfast run followed by afternoon activities.

Today, 75 different committees and over 750 volunteers now do the job of those first few men and women.

The Simplex

The Simplex was an American luxury Brass Era automobile manufactured from 1907 to 1918.

The Smith & Mabley Manufacturing Company of New York City was established to manufacture automobiles in 1904. However, impending bankruptcy forced Smith & Mabley, Inc. to sell their automobile manufacturing company to Herman Broesel, Sr., who established the Simplex Automobile Company, and set up a salesroom at 12 West 23rd Street in New York City. J. M. Quinby & Company continued to be the main coachbuilder.

Palmer & Singer introduced their own line of cars with the separate Simplex Model 50 offered at \$5,750 (equivalent to \$187,280 in 2022).

For 1909 the Simplex 50hp model remained the main offering. A new, more powerful Simplex was the G.E. Franquist designed 90hp model, that could reach speeds of 90mph. By 1910, the Simplex sales office was located at 1860 Broadway, New York City, and the factory continued to be located at 614 East 83rd Street.

Simplex actively competed in races and hill-climbs, usually with top results. Simplex won the 24 Hour Race at Brighton Beach in 1908, in 1909, and again in 1910. Simplex reported it was spending \$50,000 annually on their racing program and as advertising costs had an insufficient return from the 'sporty' class of buyers it attracted, racing would be curtailed with plans to broaden Simplex's print advertising. Simplex stated that maximum output was limited to about 350 cars a year.

In 1912 Herman Broesel died and his sons sold the company to Bankers Goodrich, Lockhart and Smith of New York, NY.

The Crane Motor Company of Bayonne, New Jersey, built automobiles from 1912 to 1915. The Crane Model 3 was a six-cylinder car offered only as a chassis, priced at \$8,000 (equivalent to \$236,875 in 2022), the highest priced American chassis on the market.

Only about 20 Crane Model 3s were made in 1912 and 1913. By 1914 a Model 4 was produced by Crane. It differed in having the six cylinders cast in two blocks of three instead of three pairs.

This new six cylinder design attracted the

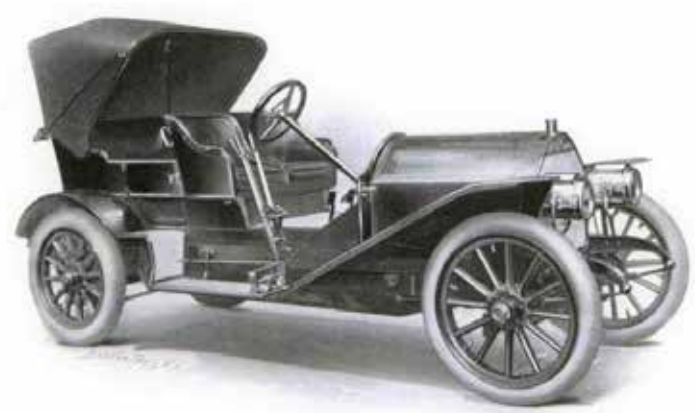


attention of the Simplex Automobile Company. They

needed a more refined design than the large chain-drive four-cylinder automobiles it was producing and in July 1915, the Simplex Automobile Company purchased the Crane Motor Company. The Crane Model 4 became the Simplex-Crane Model 5. From the beginning of the announcement of the Simplex purchase of Crane, *The Automobile* magazine referred to the new car as Crane-Simplex, In October 1915, the Wright Company of Garwood, New Jersey entered into an agreement to purchase the



SIMPLEX AUTO-MOBILE CO
 Wilbur C. Whitehead
 New York, N. Y.
 &
 PRICE . . . \$5750
 (Top Extra)



MODEL: SIMPLEX TOY TONNEAU

Simplex Automobile Company

In 1916 the Wright Company merged with the Glenn L. Martin Company and the new Wright-Martin Aircraft Corporation would purchase all outstanding Simplex Automobile Company stock to make it a wholly owned subsidiary. The Simplex plant would begin construction of

aviation motors for Wright-Martin.

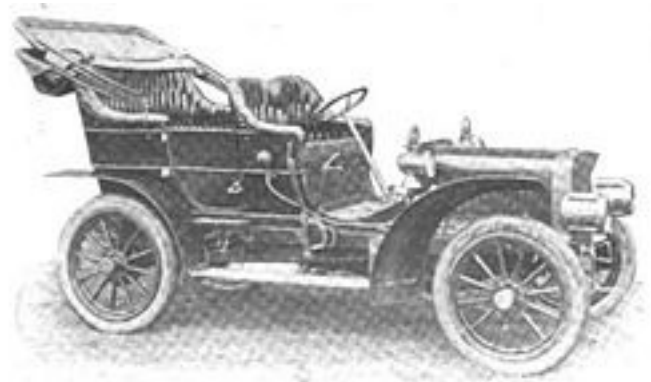
Simplex Automobile production at New Brunswick ceased in October 1917, as Wright-Martin concentrated production on airplane engines for World War I.

There was actually more than one Simplex Automobile Company. The American Simplex was an American automobile manufactured in Mishawaka, Indiana, from 1906 to 1915 by the Simplex Motor Car Company; the company shortened its product's name to Amplex in 1910 to avoid confusion with the better-known, New York-based Simplex car.

The Amplex's most distinctive feature was its valveless motor, which the company claimed would offer more continuous pulling power and greater reliability. The 1910 models also offered self-starting, a feature that would not be available from major competitors, such as Cadillac, for another year or two.

They were also expensive cars - large, luxurious and handsomely designed, a limousine being offered at as much as \$5,600. The firm kept using the two-stroke engine after it had become obsolete; a four-stroke was offered unsuccessfully in 1913. Gillette Motor Co took over the

Amplex manufacturing facilities in 1916, but refused to manufacture conventional engine-valving, persisting with a rotary sleeve valve engine.

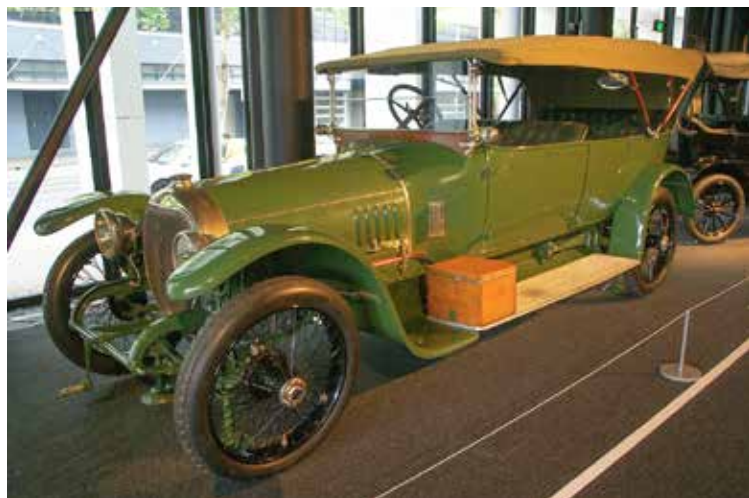


The American Simplex - or Amplex

https://en.wikipedia.org/wiki/Simplex_Automobile_Company

There was also a Sheffield-Simplex - from a British car and motorcycle manufacturer, operating from 1907 to 1920 based in Sheffield, Yorkshire, and Kingston upon Thames, Surrey.

In 1908, the first proper Sheffield-Simplex cars appeared, designed by Percy Richardson, formerly of Daimler and Peter Brotherhood. The 45 hp LA1 had a six-cylinder 6978 cc engine and three-speed gearbox. It was joined in 1908 by the LA2.



The only remaining example of a 45 hp LA2 is in private ownership and is seen frequently at rallies in Britain, Ireland and Belgium.

Four smaller cars joined the line up in November 1909 and in 1911 were replaced by the 25 hp LA7 with a six-cylinder 4740 cc engine. Sheffield-Simplex considered their only rival to be Rolls-Royce. The Sheffield Simplex was hailed by *The Times* in 1913 as the 'highest point to which motor design has yet attained'. Today, only three examples remain.

During WWI, the company made armored cars, ABC Wasp and Dragonfly aircraft engines and munitions.

A Sheffield-Simplex appeared at the London Motor Show in 1921 and again in 1922, fitted with a two-seat body. It is quite probable that it was the only one made.

<https://en.wikipedia.org/wiki/Sheffield-Simplex>

1913 Sheffield Simplex, Type 7B, open four seater torpedo touring body and 6 cylinder engine, chassis made by Sheffield Simplex Motor Works Ltd, body made by Van den Plas, England, 1913. Sheffield Simplex Powerhouse Museum



1929 341 B 1183B Dual Cowl Phaeton

Owner: John Hansford

When John Hansford began looking for a vintage car, he knew what he wanted; it had to be a 'Classic', it had to be rare, it had to be as original as possible, and it had to be financially feasible. It took some time, but he found the car of his dreams. Not only did it fit his criteria, but it has quite the interesting history.

"I purchased the car in April of 2022 through a third party that was representing a partial disbursement of Mr. LaRue Thomas' private classic car collection that was in Los Angeles California. At one time, Mr. Thomas owned the largest Cadillac dealership in southern California. His dealership was located in downtown Los Angeles at 7th and Bixby. It was here, on the six floor, that he housed his private collection of approximately 100 rare Cadillacs including this 1929 dual cowl phaeton."

John did not bid at the auction because the minimum bid was set way too high, which luckily drove other potential bidders away too. Once they closed the bidding, he approached the owner of the auction house and made an offer, outside of the bidding process, which was ultimately refused by Mr. Thomas, who was accessible by phone in California. However, determined to try again, he made a second, and 'final' offer. This one was accepted.

"At the time I purchased the car it did not run; the engine was seized up and the risk was that it would require more than just a mechanical update. Ed James from Ed James

Chevrolet who just happened to be at the auction, said "Go for it John, it will run, trust me". Once I got the car home, my brother Pete, who had been in the classic car restoration business himself, was very helpful in getting it running and educating me on a 1929 Cadillac/LaSalle engine of this type. He brought his engine crank from his 1929 LaSalle and after a few turns we were able to free the engine. We poured mystery oil into the cylinders to further lubricate the pistons, installed 2 new freeze plugs, rebuilt the carburetor, fixed an issue with the points, replaced the fan belt, spark plugs and condenser.

Existing gas was drained from the tank. The oil and transmission fluid were also drained and replenished." All in all John says there were 20 mechanical things done to the engine to ready it for driving.

"While flushing out the cooling system, air pressure was added to the





hose and as a result the passenger side engine head developed a hole that flooded out the cylinders. This would have been a problem down the road, so I was glad we caught it early. We sent the head to a custom welder in northern Wisconsin and he did a marvelous job of repairing and testing it, all I had to do was repaint it. After priming the vacuum tank, we had gas, compression and spark, and she fired up. Once the water evaporated, and no white smoke, we had super clean exhaust, and the car ran like it was supposed to. Since then it's been running like a champ. Somebody said 'it just needs to be run', they were right!"

On November 23, 1928, Cadillac Motor Co. shipped this car to Uppercu Cadillac, a well-known Cadillac distributor, located on East 57th St. in New York City. The car at some time made its way to Los Angeles, California. "Unfortunately, my research has not been conclusive as to when and how. To the best of my knowledge the car was restored in the late seventies, was enjoyed by Mr. Thomas, then found a new home on the sixth floor of his building, in his private collection of approximately 100 rare Cadillacs, which was only occasionally viewed by the Western Region of the CCCA..

Mr. Thomas passed away in 2004 and the details of his collection were then left to his son.

Thomas was a master mechanic and worked on his own

The saddle tan leather interior is in perfect condition. No cracks or dried out areas. It's like new, as is the top and the supporting struts.

To get in the back seat, a hinged panel must be lifted, exposing a large mirror for the ladies to adjust their hair, hats, or their makeup. Once lowered back into position, passengers are secured into that back compartment.

Also unusual, but a sign of 1929 luxury, is the back seat heater; visible in the below photo.





Head with hole



Repaired head



The engine:
V-8 L head
5588 cc
341.0 cu in.
5.6 L
90 HP (66.24 KW)
@ 3000 RPM
3 Manual Silent
Synchromesh
transmission

(below)
The distributor
plate reads: *Inglis
M. Uppercu,
Distributor, 62nd
Street & Broadway,
New York City*

cars, which is one of the reasons it's hard to find any details from those intervening years.

"Everything on this car is numbers matching, from engine to chassis, front axle, transmission, steering and steering gear. The only difference from the original build sheet is the color, which was originally Larchmont Blue and the leather upholstery that was made to match." Wind wings are being added, and are currently at the chromer, and fixing things such as the fuel gauge, temperature gauge



and finishing the wiring on the pilot ray lights, which Hansford also added, are being done. Side curtains are on the wish list, and new tires are on order. Changing them will be a winter project, and will make him feel more secure on the road.

"Lastly I want to give a shout out to some individuals in addition to my brother Pete that have been super helpful along the way. I couldn't have done it without their patience and input; Johan Boltendal of the Netherlands, Jeff Pearson of Kansas City, Dick Shappy of Rhode Island, Steve Babinsky of New Jersey, Bryan Keysor of New York, Wayne Elsworth of MA and Jim Schild of Illinois. I apologize if I left anyone out; as you can see it can take a small Army to get things done. The experts are out there, you just have to find them. Joining the CCCA and Cadillac/ LaSalle clubs has been the best thing I've done."

John enjoys being able to drive the car, enjoying 'Ruby', as his wife Cynthia has appropriately nicknamed the car. She enjoys riding along, and is happy that John is happy, finally realizing his dream.

He drove 'Ruby' to the Geneva concours, where he "was excited to win a Carl Benz trophy."

Something tells me there may well be another award or two in their future.



About the 76,449 miles on the odometer John laughingly says "I know it works, because the numbers move when I drive it."



Inglis Moore Uppercu (1877–1944) was born in Evanston, IL. His family moved to New York City in 1888, where Inglis attended the Polytechnic School of Brooklyn and Columbia University Law School.

Working initially for the Duryea Motor Wagon Company and the Neostyle Co., in 1902 he established the Motor Car Co. of New Jersey. Through this company, Uppercu sold Autocar, Cadillac, and Packard automobiles in the New York - New Jersey area. In 1908, he acquired the New York City Cadillac dealership and reorganized his automotive operations as the Detroit Cadillac Motor Car Co.

Having formed a relationship with the custom coach builder Healey & Co., Uppercu's Motor Car Co became Healey's largest customer.

In 1931, Uppercu sold his automotive operations to General Motors' Cadillac Motor Car Division.

Interested in aviation since he was taken on a flight in 1908, he invested in the Boland Airplane and Motor Co., eventually buying and renaming it the Aeromarine Plane and Motor Co. It was one of the few companies in the country capable of mass-producing aircraft and he had a contract with the Navy, prior to World War One.

After the war, military surplus aircraft were sold cheap and Aeromarine ceased production of aircraft and aircraft engines. Uppercu then formed the Uppercu-Burnelli Airplane Co and Aeromarines' patents and designs were transferred to the new company. Eventually, Uppercu formed Aeromarine Airways, one of the first successful scheduled airlines in the U.S., flying regular service from Florida to the Caribbean, and from Cleveland to Detroit.



LaRue Thomas started as a small garage operator with his father, when he was 21 years old. They sold Studebakers for several years in San Pedro, before changing to Cadillac, Oldsmobile and GMC Trucks.

In 1957 LaRue, his brother, and a friend started what would become the second largest car leasing company in California. In 1960, the Thomas' moved their business to Harbor City and opened a new dealership on the corner of Pacific Coast Highway and Vermont Ave. General Motors awarded them the Cadillac franchise in downtown Los Angeles in 1965, where they became the largest Cadillac dealership in the U.S., operating the dealership until 1989, when he and his sons branched off into the boat marina and self-storage business.

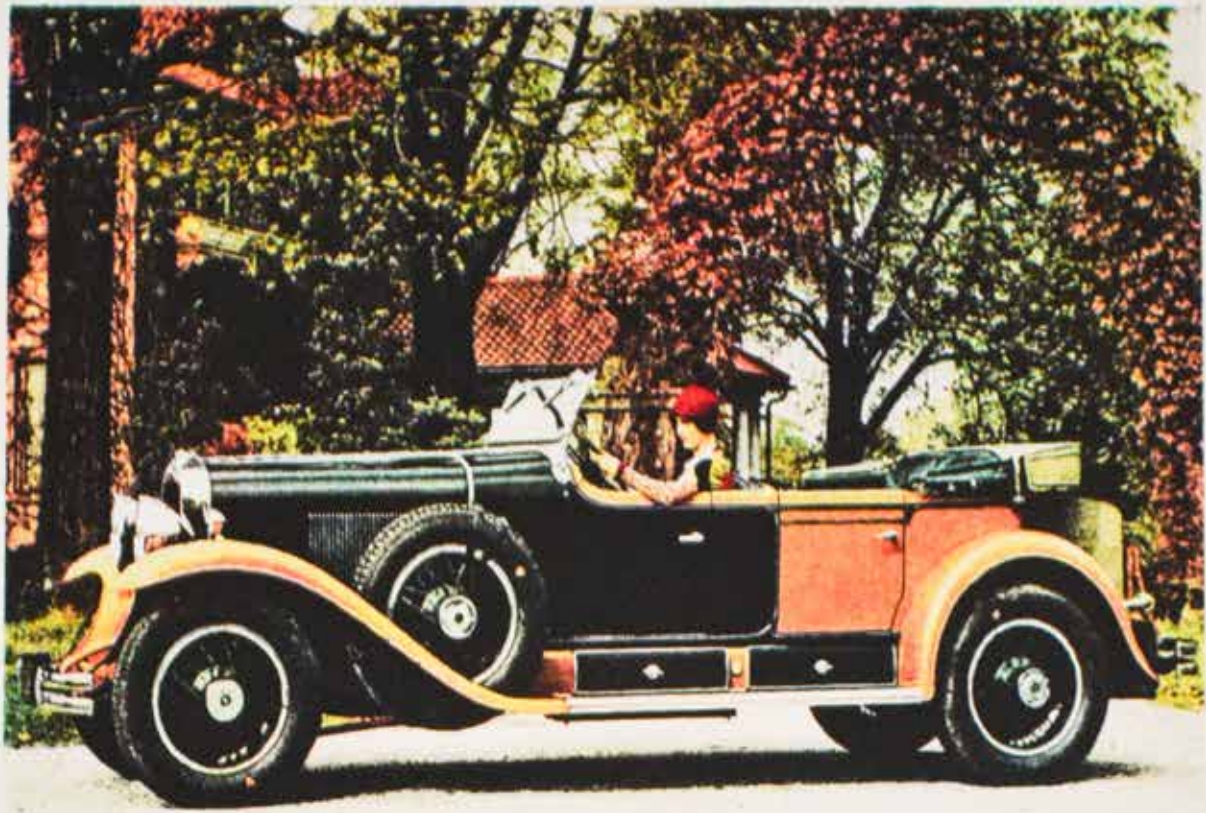
A master mechanic and carpenter, he rebuilt autos as well as building boats. He eventually built up a 100 car collection of Cadillacs, which, for 25 years was on the sixth floor of the Thomas Cadillac building in downtown Los Angeles. It included a 1922 Studebaker like the one in which LaRue

Thomas learned to drive, and a 1923 Ford roadster like the one he drove in his youth. "I enjoy the nostalgia of it, being able to look at what our forefathers did and to better appreciate their contribution to all our lives," he told *The Times* in 1989, as he walked through the collection he was about to disperse. A favorite car? The 1929 Chrysler coupe that he drove to Reno when he and his wife eloped.

Cars are in the family's blood it seems. LaRue's grandson Ian owns Thomas Acura in Covina, CA. His father, Gerald Thomas, bought Covina Acura in 1988 when Japanese luxury brands were something of a novelty. Within a year, the Cadillac franchise was dissolved.

"It certainly was a risk," Thomas says. "Mercedes-Benz and BMW were the established luxury brands, and my grandfather had always been a 'Buy American' kind of guy." "My grandfather's collection of classic Cadillacs was actually larger than General Motors' collection."

<https://www.latimes.com/archives/la-xpm-2004-may-05-me-thomas5-story.html>



IF you would experience a startling contrast, step into a Cadillac or LaSalle after driving any other car. At once your eyes are soothed with their incomparable beauty. Then there is grateful bodily response to their unequalled comfort and luxury . . . Put them through their paces and you discover that in ease, alone, they are something to marvel at. In no other cars do gears shift so easily, no others are so easy to steer, brake, park and control . . . No other cars could be so easy because no others have the Cadillac-La Salle Syncro-Mesh, Silent-Shift Transmission and Duplex-Mechanical Effortless Four-Wheel Brakes; and no others could be so easy on the mind, because no others have that invaluable safety feature—crystal-clear



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Security-Plate Glass. It is the only glass used in Cadillac-La Salle windshields, doors and windows. It does not fly into fragments but remains intact in case of collision or if hit by a stone thrown up by a passing car . . . If you want mind-ease such as Cadillac and La Salle offer there is no place to find it except in Cadillac or La Salle.

Twenty-three beautiful Fisher Bodies, fifteen exclusive Fleetwood custom models. La Salle prices \$2295 to \$2875; Cadillac, \$3295 to \$7000—all prices f. o. b. Detroit. Cadillac-La Salle dealers welcome business on the General Motors Deferred Payment Plan.

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Annual Dinner

by M Blevins

Once again, the Annual dinner was a roaring success. Special thanks go to Russ Rodriguez for putting the time and effort in to obtain a location, caterer and an excellent speaker, and to Dennis Heywood, for opening up his space and inviting us in to see his prized collection of Classics. He had to move a few outside to make room for us inside.

The weather was great, and a couple of people drove over in their vintage automobiles. The turnout was good, the food great, and the speaker was most enjoyable.



Russ Rodriguez



Dennis Heywood



Eileen Morack

Ray Levy

Sheila Joynt



Bill & Wilma Morris



Mary Ellen Thielemann mans the donations table and people place their bids. A nice array of items were available to be bid on, among them a beautiful handmade quilt made by Mary Ellen.

Although the model car was just for display, I think bidding might have gone quite high for it.



Reuben Taylor



Cameron Hansford



Sheila Joynt



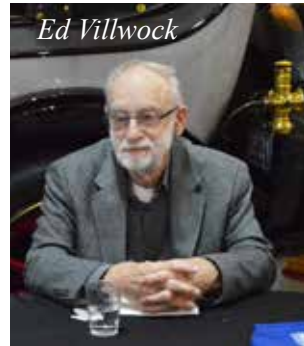
Mary Ellen Thielemann



Humberto & Bibiana Garcia



Sally & Stephen Styers



Ed Villwock



John Koziol

Luba Manos



John Hansford, Pete Hansford, Bob Joynt, Tim Heywood

Bud Schweppe

Heather Norton



Howard & Kathy Robinson

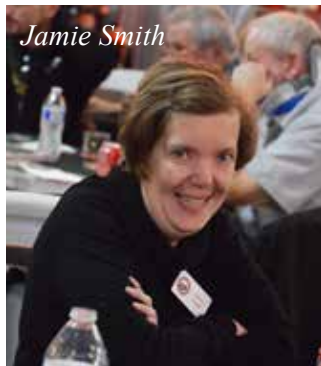


Cynthia Hansford



Mason Maynard

John & Patt Barrett



Jamie Smith



Paul Safransky

Wayne Jorgensen



Jim Kleinschmidt



John & Karen Rock

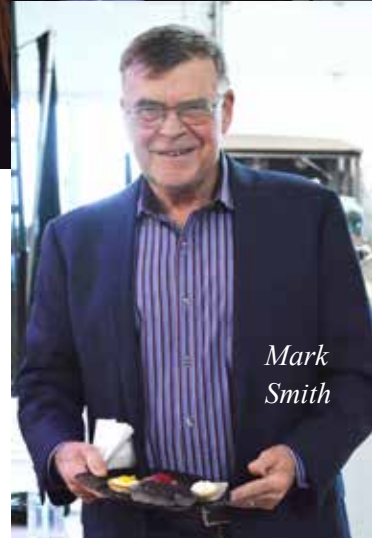




Carmen & John Butte



Mike Pavlak



Mark Smith



Bob Joynt

Dennis Heywood



Jean & Tom Roche



Gus Levisay

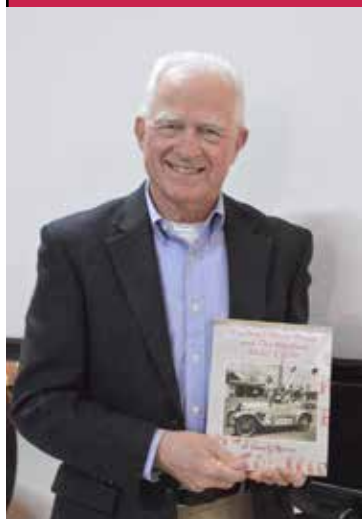
Micky Hein



*The Brothers Hansford
Pete and John*



Guest Speaker - John Butte



John Butte was our guest speaker this year, and what an entertaining program it was. John is the author of *Darlene's Silver Streak and the Bradford Model T Girls*. The book tells the story of Darlene Dorgan and her 1926 Model T Ford(nc) over a span of eight summers in which she and several girlfriends took annual summer road trips, starting in 1935.

From that first venture to Devil's Lake, Wisconsin to their last, these girls defied norms, odds, and societal conventions. After all, back in those days, it just wasn't done. The group changed slightly from year to year, all in all totaling 17 different young women, some girls dropping out and others quickly and eagerly taking their place. Darlene Dorgan and her sister Marjorie were the only ones to take all seven trips. They eventually crossed the U.S., seeing New York, San Francisco, numerous spots in between, and even venturing into Canada, meeting a number of celebrities along the way. They did a lot of camping,

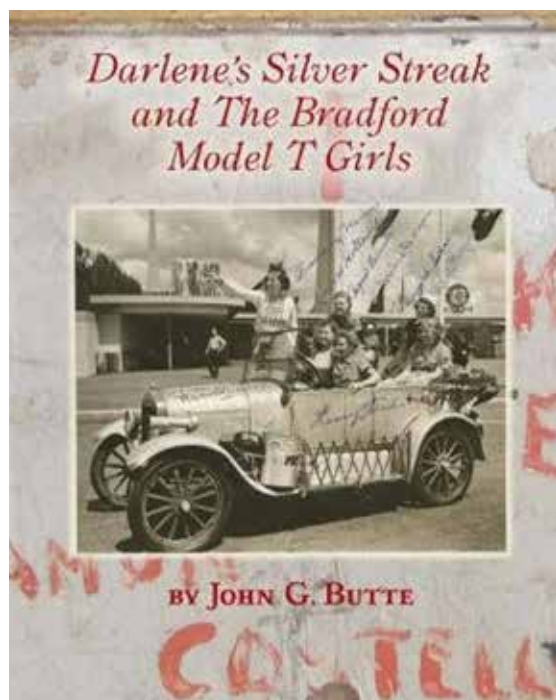
often slept in schoolyards (where they knew they would have access to outhouses) and even in jails a couple of times. Not due to any misbehavior, but rather to the kindness and hospitality of the local police force.

Butte's initial interest in the story came from the fact that his mother Regina (Fennell) Butte and an aunt, Eleanor Butte had been two of those coeds. Eventually tracing the car to Portland, Oregon, John and his wife Carmen found that the car was still owned by members of the Dorgan family. John wanted to bring the car home to Bradford, IL and made an offer to buy the car. Happily, they accepted.

"We have no intention to restore it," Butte said. "We're not going to change a thing, just keep the engine running" which, by some miracle, it still does. The Buttes take the car to select car shows and museums. It was a pleasure to have them both as guests of GIRCCCA.

There were numerous comments after the program about what a great movie this would make. Have no fear - plans are in the works for just that! The rights have been purchased, and a script written, which will cover the 1939 trip to New York and the World's Fair, where they met Henry Ford himself.

To read more about the car, the girls, and the author, go to <https://gypsycoeds.com/>



1926 Ford Model T Touring Car Information

- Designed for 5 passengers
- 4 doors instead of 3
- 177 C.I.D.
- 20 hp
- Curb weight: 1,200 lbs
- Planetary Transmission (2 speed plus reverse)
- Top speed (40-45mph)
- MPG (13-21)
- Fuel Tank Capacity (10 Gal)
- No water pump or fuel pump
- No trunk/No adjustable seats/No radio/No GPS!!
- Bumpers (optional)
- No heater
- No fuel gauge
- No speedometer/odometer
- One-man top, weatherproof side curtains
- Double ventilated windshield
- List Price of \$310 without optional starter & bumpers
- Any color....as long as it was black!

If you'd like to order a copy of the book, it is available online https://www.amazon.com/s?k=darlene%27s+silver+streak+and+the+bradford+model+T+girls&i=stripbooks&crd=19GJQNYAZYKCW&srefix=darlene%27s+silver+streak+and+the+bradford+model+t+girls%2Cstripbooks%2C118&ref=nb_sb_noss



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The 2020 Lincoln Continental Coach Door Edition: A Modern Take on Classic Luxury

The Lincoln Continental has been a staple of American luxury for over 80 years. From its early days as a coach-built car to its modern incarnation as a high-tech sedan, the Continental has always been synonymous with style, comfort, and power.

In 2020, Lincoln introduced the Continental Coach Door Edition, a limited-edition model that pays homage to the brand's coach-built heritage. The Coach Door Edition features suicide doors, which open in opposite directions, providing easy access to the rear seats, a design that was once a hallmark of luxury cars. Lincoln is bringing it back with the Coach Door Edition, and it's a welcome addition.

The Coach Door Edition is available in two exterior colors: Infinite Black and Pristine White Metallic. The interior is available in two color schemes: Alpine/Chalet - a white and midnight blue color combination, while the Black/Thoroughbred scheme features black and saddle brown.

The Coach Door Edition is powered by a 3.0-liter turbocharged V6 engine that produces 400 horsepower and 400 pound-feet of torque. The engine is mated to a 10-speed automatic transmission.

This Edition comes standard with a long list of features, including:

- A 12.3-inch digital instrument cluster
- A 27-speaker Revel audio system
- A panoramic sunroof
- A 360-degree camera system
- Adaptive cruise control
- Lane-keeping assist
- Automatic emergency braking

The Coach Door Edition is a limited-edition model, with just 80 units being produced - a modern luxury sedan with a touch of classic style.

A Comparison to Coach Built Lincoln Cars from the 1920s and 1930s

The 2020 Lincoln Continental Coach Door Edition is a modern take on a classic design. In the 1920s and 1930s, coach-built Lincolns were the epitome of luxury and style, hand-built by skilled craftsmen, featuring the finest materials and craftsmanship. The coach-built Lincolns of the 1920s and 1930s were truly works of art. They were the pinnacle of luxury and style, and they continue to be admired by car enthusiasts today.

One of the most famous coach-built Lincolns was the 1936 Lincoln Zephyr Continental. This car was designed by Edsel Ford, the son of Henry Ford. The Zephyr Continental was a sleek and stylish car that featured a number of innovations, including a wraparound windshield and a floating roofline.

Another famous coach-built Lincoln was the 1939 Lincoln K-Series Continental. This car was even more luxurious than the Zephyr Continental and featured a number of custom options, such as a built-in bar and a refrigerator.

The 2020 Lincoln Continental Coach Door Edition is a modern interpretation of this classic design. It may not be hand-built by skilled craftsmen, but it still features the finest materials and craftsmanship - a luxurious and stylish car that is sure to turn heads wherever it goes.



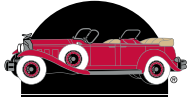
1936 Lincoln Zephyr



1961 Lincoln Continental



2019 Lincoln Continental



CLASSIC CAR CLUB OF AMERICA

Approved CCCA Classics as of 01/2022

The Classic Car Club of America defines a Classic as a “Fine” or “Distinctive” automobile, American or foreign, built between 1915 and 1948, generally 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.

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

How to Join the Classic Car Club of America (CCCA)

It's easy to join! Either call and ask for a membership application, or just click on the link and join online! We are the Greater Illinois Region. We'd love to have you as a member.

<https://www.classiccarclub.org/join>

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





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