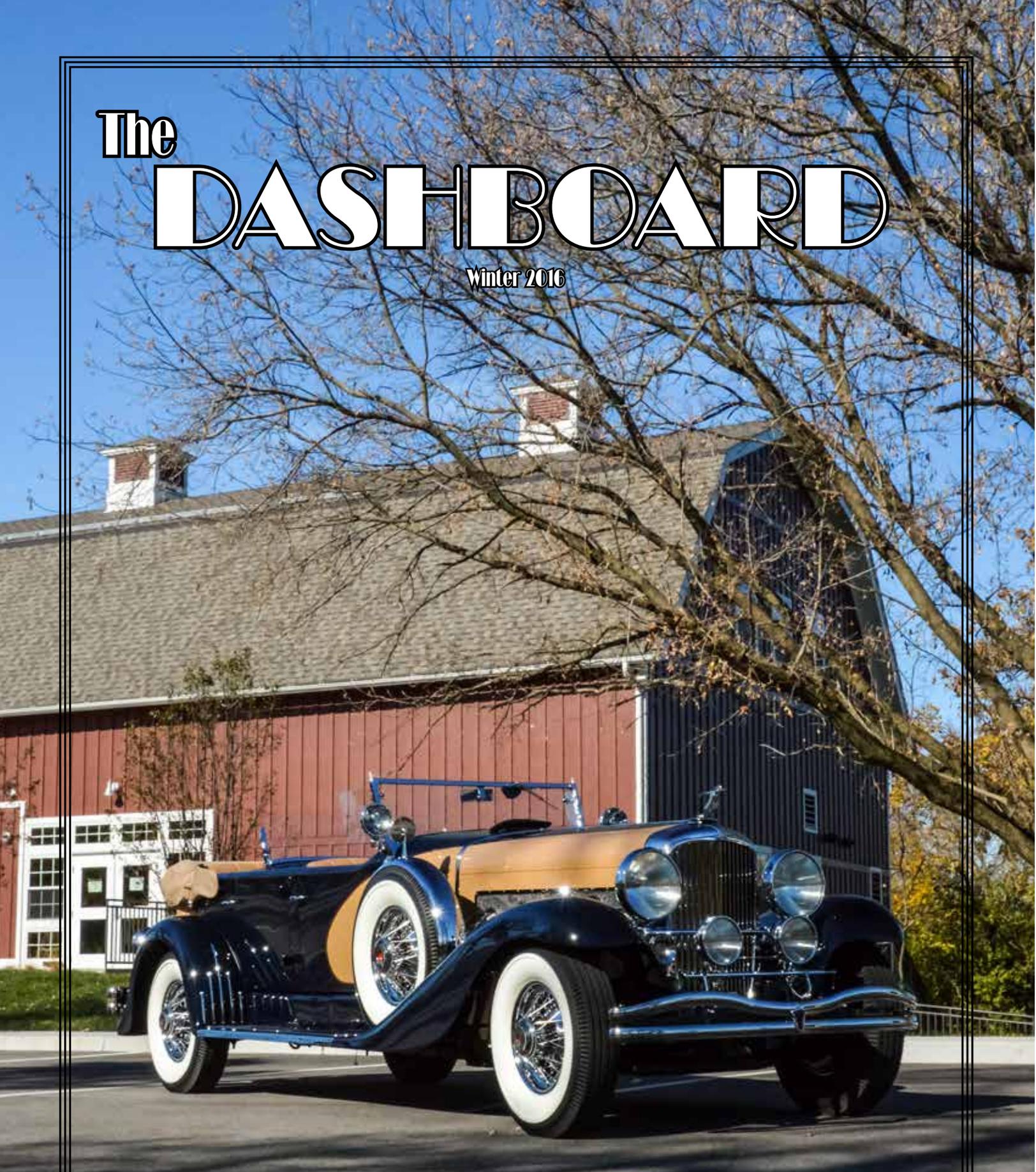


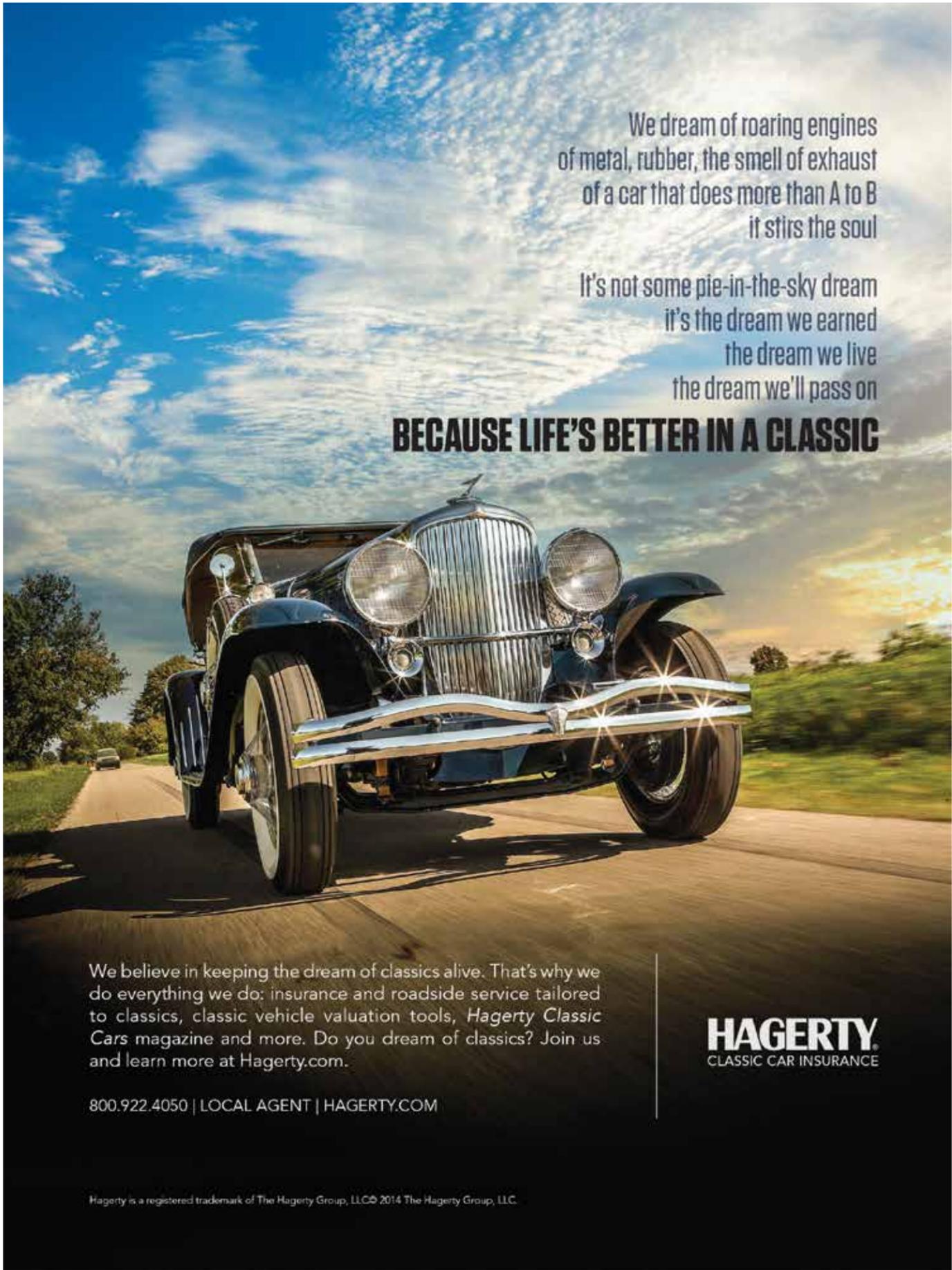
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Winter 2016



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Upcoming Events

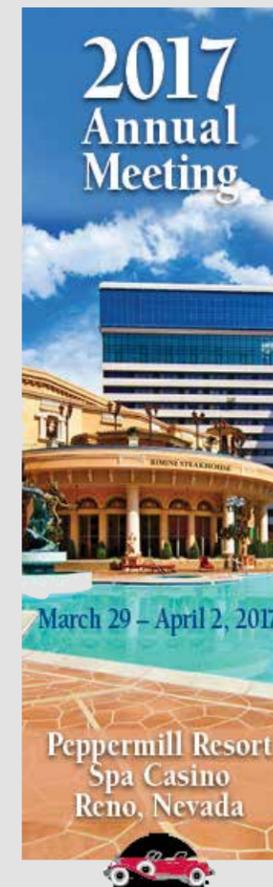
January 14, 15, 16, 2017 - Arizona Concours d'Elegance: Scottsdale, AZ

February 10 - 12 - Boca Raton Concours d'Elegance

February 11 - "Behind the Scenes" - CCCA/AACA will visit Eastwood Automotive - tools and restoration supplies, Alsip, IL

February 11 - 20 - Chicagoo Auto Show

March 29 - April 2 -



May 12-13 - CCCA Grand Classic: Auburn, Indiana (joint CCCA & AACA meet)

May 12-21 - Nordic CARavan in South: New Orleans, LA

June 4 - CCCA Museum Experience: Hickory Corners, Michigan

June 18 - Annual Father's Day Car Show: Oakbrook Center

LETTER from the DIRECTOR

Greetings Classic Cars lovers

It's that time of year when we have an opportunity to look back and reflect on what hopefully was a year well lived. Thanksgiving is in our rearview mirror and the rest of the holidays lie in the foreseeable future. For me it's been a year filled with many blessings. I count among those the privilege and honor it has been to be the director of this amazing car club that continues in the fine tradition of putting our favorite works of art in the public's eye.

Finding new ways to engage today's youth and bring them into the hobby is of critical importance to our future. To that end I am happy to report that the Hagerty youth driving experience was a big success and we look forward to other opportunities to partner with Hagerty as well as new groups who are aligned with our mission.

I would also like to announce a new program which will debut in the summer of 2017. Cars and Classics will serve as a Saturday morning social event hosted at a neighborhood restaurant where you can share a cuppa joe, a bite to eat and listen to a speaker talk about one of our favorite subjects - CARS! Of course there'll be preferred parking set aside for our cherished toys and plenty of stories to share over the breakfast table. We hope to see as many of you there as possible and plan on picking a different location each time so no one is geographically disenfranchised.



With the new year we will see a few changes at the Board of Directors level. First I'd like to thank Mike O'Toole for his 2 years of service making sure that we tracked our expenses and stayed within our budgets. Mike will be leaving the board and in his stead, Bob Starzyk has graciously agreed to fill his shoes. Charles Falk who has contributed mightily to our 2016 season of activities will shift over to recording secretary. This will leave the activities coordinating position in the fine and capable hands of Bob Schweppe.

Top to bottom:

Bud Schweppe
Mike O'Toole
Charles Falk



We also have the pleasure of welcoming our newest boardmember Dan MacCarthy to our group. He brings with him not only the passion and love for these fine machines but the experience of being the committee chair for this year's Palos Park Art and the Automobile concours.

I'd like to take this opportunity to personally thank each and every member of The Board for giving so much of their time creating the many events we look forward to every year. Here's to you Mark Smith, Tom & Jean Roche, Charles & Joan Falk, John Brayton, Maureen Blevins and the Cantore family whose generosity and hospitality gives us a home to meet year round.

And many thanks to the members who come out and assist whenever asked. It's a heartwarming pleasure to be associated with such a fine group of leaders.

In closing, it's with a sad heart that I share with the rest of you the sadness of losing so many beautiful people this year. Among those have been Joe Cantore Senior, Jean Terhorst and most recently Marleah Schweppe. Your smiles will be missed but the memories we shared together will live in our hearts for a long, long time.

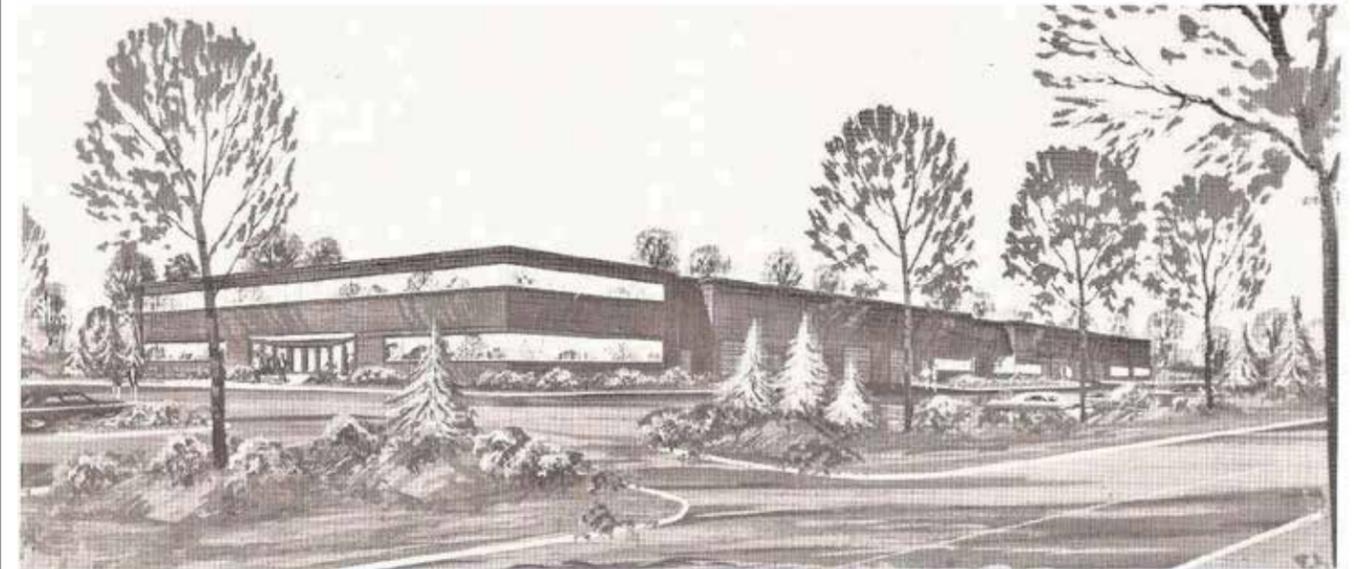
CORD'ially,
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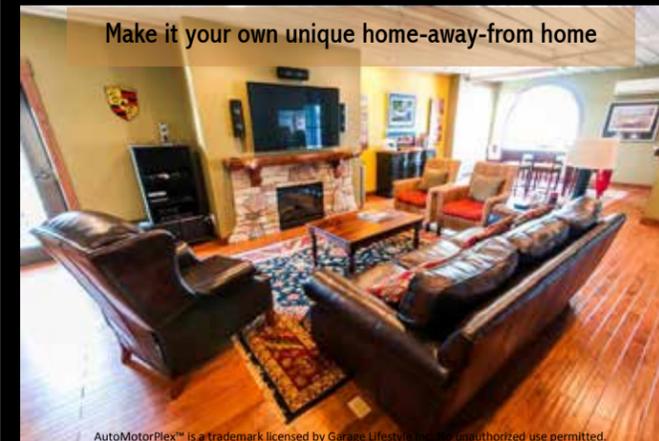
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Klaimont Kollection

by M. Blevins

A visit to the Klaimont Kollection in July was arranged almost as somewhat of a fluke. GIR director Russ Rodriguez was contacted by the South Carolina region of CCCA to possibly join up with them for a visit to the Klaimont. After a few more phone calls and emails, it was a done deal. Several GIR members had been there previously and considered it well worth the opportunity to see it a second time. Our Activities team of Bud Schweppe and Charles and Joan Falk made the arrangements.

An easy location to get to, the Klaimont is located on the Northwest side of Chicago on Knox Ave, just off Belmont. The nondescript building is marked with a sign but gives no indication of what lies inside. And what lies inside is pretty impressive.

There are over 300 vehicles spread throughout 100,000 sq. ft. on two levels, recreations of a Packard dealership, the Route 66 Cucamonga gas station, a drive-in movie theater, neon, posters, one armed bandits and a whole lot more. Even the men's bathroom has old time pictures on the walls - French postcards circa

1917. With so much to see, it's hard to know where to look first.

As a young boy Larry took a shine to hood ornaments and began 'collecting' them from cars parked in the neighborhood. A visit from the local police quickly put an end to his 'collecting' at that point but his love of cars endured.

Larry Klaimont was a Marine in WWII; twice wounded, he was awarded two Silver Stars, a Bronze Star and two Purple Hearts. Married for 60 years he fathered five children, founded Imperial Cleaners, which became a successful national dry cleaning chain and more recently, Imperial Realty Co.

His first car, purchased when he got out of the Marines, was a 1935 Plymouth that he says would not go over 35 mph. The Klaimont Museum opened in 2011, a result of his ongoing passion for automobiles.

The museum is well organized, with cars more or less grouped into categories; cars of the sixties are at the drive-in, a room upstairs is full of small cars, one aisle is full of futuristic bubble top concept cars, etc.



Larry Klaimont has a number of one-offs in his collection. One such car is this 1926 Rickenbacker Eight Super Sport - the only survivor of the make. Famed WWI Flying Ace Eddie Rickenbacker decided to go into the car business, among other ventures, becoming sales promoter for the car that held his name. The car had four-wheeled brakes, an American first. He insisted on nickel-plating this one for the 1926 New York Auto Show.



Although Larry Klaimont was not around on the day of our visit, this photo of him was taken by Carl Turano on a previous visit just a few weeks earlier. By all accounts, at the age of 90 Larry Klaimont is still a pretty active guy and often spends much of his time at the museum. And by yet other accounts, is still very much into buying and selling cars.



A 1931 Packard Sedan sits in a recreated garage



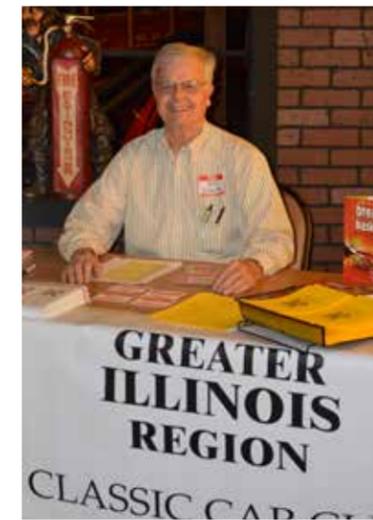
↑ 1918 Pierce Arrow 48 3 passenger sedan was owned by a businessman who removed the aluminum panels and had them 24k gold plated. Fenders and hood are finished in bright nickel, as are engine and chassis. Wood spoke wheels are gold leafed and interior trim is silver plated.



Not sure why, but I was totally enamored of the concept cars - particularly this 1955 Ford Beatnik Bubble Top (n/c). The snowy white upholstery and futuristic dashboard had me wanting to take this one for a ride! Alas - it would probably be frowned on even if I could have located a door handle.



One of the artifacts in the Klaimont Kollection - an electric chair, purportedly used at Sing Sing Prison



Arrangements for our July visit were made by Bud Schweppe and Joan and Charles Falk, activities chairpersons

MOTORS and MUSIC 2016



1



2



8



3



7



4



6



5

- 1 After check-in, participants help themselves to donuts and coffee compliments of our sponsor, Hagerty Insurance, and head back to their cars.
- 2 A 1932 Rockne (n/c) owned by Jack Meilhan
- 3 Nancy and Mike Roach and their 1911 Model-T touring (n/c)
- 4 Please Do Not Touch - sometimes you just have to remind them.
- 5 Jean Roche and Jim Haas guide Paul TerHorst through the gate.
- 6 An overview of the display area and the track.
- 7 Prior to the races, closed circuit views of the cars were broadcast throughout the park.
- 8 WWI Ambulance - a 1916 Model T Ford (n/c)
- 9 Even though Bill and Virginia Hexamer's car was temporarily out of commission they drove in from Peoria to support the event.
- 10 A horse - of course!



9



10



Members and their cars - some Classic, some not: Lee Gurvey, Reuben Taylor, Chuck Kelley, James Haas, Paul TerHorst, Mike O'Toole, John Brayton, Mark Smith, Ray Bacci, Carl Turano, Jim Kleinschmidt, Ron Pavlak, Jim Rudnick. *Many Thanks to Tom Roche for all his work in co-ordinating this event and our Annual Dinner!*



9

ACD Festival

= an interview with Bob Joynt

This year's reunion in Auburn, IN celebrated it's 60th year. One member of GIR has been there for 59 of them.

Bob Joynt first attended in 1958. He was 15 years old. He joined the Auburn Cord Duesenberg club at just 14 years of age, "afraid they were going to turn me down because I didn't have a driver's license." His father drove him to his first meet.

Since that inauspicious beginning Bob has become a museum trustee, a past president of the ACD club, a past chief judge, man of the year in 1999, and is currently known as the 'Voice of the Parade of Classics' at Auburn, describing the cars as they make their way from Eckhart Park through downtown Auburn, as he has done for the past 15 years.

When he was just 5 or 6 years old, he recalled, a neighbor owned both a Duesenberg and a Cord, and Joynt has remained enamored of them ever since. Although currently he does not have one, over the years he has owned 5 different Cords and 1 Auburn.

Bob says going to Auburn every year is "like going home." He, like the other longtime members, aren't there for the festival, rather they are there for the camaraderie of their fellow Auburn, Cord and Duesenberg aficionados and in fact call it not a Festival, but a reunion.

The festival however, has helped immensely in fulfilling what was once merely a dream of the membership for many years; the Auburn-Cord-Duesenberg Museum which opened to the public in 1974. Bob appreciates what a special opportunity it is to be able to hold meetings in and see these cars in the original factory building and stresses just how unique the ACD Fest is among car events.

What started as a reunion of a few club members has evolved into a huge week long event that now includes auctions, swap meets, parades and much more, annually attracting fans and owners of these fabulous automobiles from coast to coast and indeed, from around the world.

These cars, in their day, were different and "appealed to somewhat eccentric people." Perhaps because of the unique character of the automobiles, the club itself attracted some "pretty unique characters" Joynt recalls with a chuckle.

Another of the historical buildings in town is the Auburn Hotel. The Joynts stayed at the Hotel in 1969 - the last year it was an operating hotel. "We stayed in the honeymoon suite - special because it had it's



Tom and Jean Roche's 1933 Auburn Salon in the parade.



The beautiful ACD Automobile Museum's original 1920s Art Deco factory showroom.

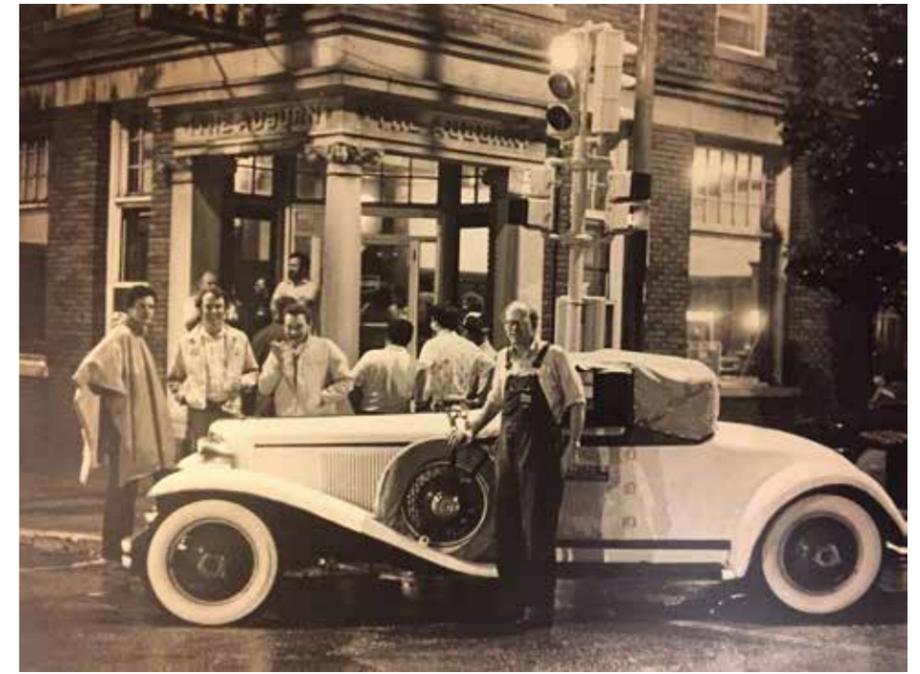


own bathroom" he related. But it had no towels. "The bellboy was about 85 years old and could barely make it up the stairs. I didn't have the heart to ask him for anything." He also recalls there was no air conditioning but there was a fan by the bed. "Every time you turned it on it would short circuit."

The hotel, currently owned by a member of the ACD Club, is open once a year during the Festival. The decor and furnishings of the hotel appear little changed since it opened back in the '30's and some even say nothing has changed, although rumor has it that bats have currently taken up residence on the 3rd floor.

The Auburn - Cord - Duesenberg reunion (commonly called the ACD Fest) is held the week before Labor Day.

photos provided by Sheila Joynt



The Joynts' 1930 Cord L-29 Cabriolet in front of the infamous Auburn Hotel on a rainy night in 1981.

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EPHRAIM Hill Climb

by M. Blevins

For the second year in a row I was fortunate enough to be able to attend the Ephraim Hill Climb and Concours in beautiful Ephraim, Wisconsin in Door County. Since Door County happens to be one of my all-time favorite places, I could hardly resist.

This year's festival was a bit bigger than last year's - with a few more cars, a fuller schedule, a little more rain - and an abundance of enthusiasm.

In addition to Saturday's Hill Climb and Sunday's Concours, participants were treated to a tour of Door County via a number of stops at various shops, galleries, cafes, and historic sites. Because of Saturday morning's rain the run was postponed until the afternoon and guest speaker David Cooper conveniently made the switch, giving his presentation inside the Village Hall as the rain dissipated and



Myself and Len Villano, local Door County journalist and photographer, were happy to experience the Hill Climb in Frank Heidler's 1923 Buick Touring car (n/c), Heidler, of Sister Bay, enjoyed having the 'paparazzi' ride along. Frank was the recipient of the Sportsmanship Award.

the run was back on. Cooper spoke on his current restoration project - of Saturday morning's rain the run was a 1934 Tatra T77. A second speaker, on Sunday afternoon, was Lloyd Michalson with songs and stories from the 1940's.

The hill climb course itself was on a different route than previously, covering a distance of just over a half mile with an elevation climb of 135 feet.

Participating in the weekend's events were Debbie Carpenter and her husband of Fox Lake, IL Early in the day, while touring prior to the hill climb, they hit a deer - or rather, a deer pretty much jumped onto their car. Clients of Hagerty Insurance will be happy to hear that the agent at the event, Jeff Jagusch, (Hagerty being one of the sponsors) wrote up their claim on the spot.

In conversation, Debbie recalled lots of happy times spent with her dad at many a CCCA event. Back in my office, I did indeed find her father's name listed in an old member directory. No doubt some of you will remember Don Carpenter from Wizzard Works in Kenosha, WI..



Jeffrey Jagusch, Hagerty Insurance rep surveys the impact of a deer on the 1989 Alfa Romeo 2000 Spider Veloce (n/c) belonging to Debbie Carpenter

← One of the notable entries was the 1937 Bentley owned by Wisconsin Region CCCA member Tom Griffith of Verona, WI. The Bentley was awarded the People's Choice Award, Pre-War. Griffith also owns a 1925 Pierce Arrow 80 Roadster which took a First Place at the Hickory Corners Museum Experience earlier this year.

On Saturday evening, a gala 1940's themed dinner dance was held under a monstrous white tent on the grounds of the Hillside Inn. Wine was flowing, food was cooking, and voices, laughter and the sounds of Big Band music of the era provided the background for some after dinner dancing.

Most of the attendees took the opportunity to deck themselves out in 1940 style attire, as encouraged. All in all, an overwhelmingly good time, excellently planned and obstacles - like rain showers and a wind that partially unmoored the huge tent - were expertly overcome.

Besides John Welch, the man responsible for the weekend event, a couple other GIR members were in attendance; Bob and Barb Lorkowski, and Ron and Heidi DeWoskin. Both Lorkowski and DeWoskin ended up award winners at Sunday's concours, a beautiful display of Classics, sports cars and specialty vehicles fanned out along the sparkling blue waters of Eagle Harbor Bay in Ephraim.

The Ephraim Vintage Festival Hill Climb and Concours was held the weekend of September 9, 10, and 11.

Plans are already underway for next year's event.



This 1937 Rolls Royce Phantom III received the Elegance in Restoration Award. Bob Lorkowski, representing the owner of the car, was on hand to accept the award. Lorkowski owns L'Cars in Cameron, WI and was responsible for the restoration work on the Phantom III



John Welch awards the Village Trustees Award to Ron DeWoskin (left) and his 1937 Cadillac Formal Sedan (above)



Run to Brighton

GIR Members Take Part in "Run to Brighton"

On November 6, 2016, the Waukegan-North Shore Chapter of the Antique Car Club of America conducted its 56th Annual "Run to Brighton." This driving tour for vintage cars departs from the Chicagoland Metropolitan area to Brighton, WI and coincides with the legendary automobile tour of the same name that runs from London to Brighton, England.

More than just a drive, the Run to Brighton is a rolling car show comprised of a wide variety of classic and antique cars that both participants and spectators enjoy. This year, 97 cars pre-registered for the event but fabulous weather the day of the run brought out an unusually large number of participants - swelling the number of cars to 147, the largest turn-out in recent memory.

This year's domestic version of the Brighton Run began in Lake Bluff and followed a scenic sixty-mile route to Brighton, Wisconsin. A different starting point and a different route are chosen each year to provide repeat participants with variety. Typically, an intermediate stop at a place of interest is planned during the tour. This year's route took the group through horses and hounds country and along the Lake Michigan shoreline with an intermediate stop at the famed Mars Cheese Castle, just a short distance across the Wisconsin state line.



Seeing the countryside is what brings Jim Manak back year after year. "It's always very scenic with the turning of the leaves along picturesque country roads" he said and added that "it was beautiful along the lake shore."

The Manaks - Jim, Sr and Jim, Jr drove their '63 VW Beetle (n/c) this year - Jim's 11th consecutive year. Over the years he has driven several different cars,

including a 1973 Karman Ghia (nc/), and his '65 VW bus (n/c). The first year he drove a 1949 Packard (nc/).

The second time in the run for the Falks, Charles said he especially enjoyed the fact that the routing "took us to places where we had not driven before" and also "the opportunity to be around the great cars and take in their inherent beauty." "I like the spirit of the event, the good food, and the hospitality of the hosts in Brighton" added Joan, also noting that the great weather made it a terrific day for a drive in the country.



Paul TerHorst agrees that "This year was one of the best" with perfect weather and so many cars that it necessitated four groups with separate start times.

Paul is an avid enthusiast of the event, saying he has done the run about 40 times or more. He is in fact such an enthusiast that he brought two cars! His 1947 Packard Limo was driven by Mason Maynard, and driving assistance in his 1935 Auburn Cabriolet was provided by first-timers Alan Nowaczyk and his wife Nina while Paul and his friend Carolyn "luxuriated in the back seat eating lobster bisque and drinking sparkling wine."

Once in Brighton, everyone got a chance to get a close look at the vintage cars and talk with their owners.



An additional "pay-off" for tourers is the opportunity to partake in a wonderful Thanksgiving-like turkey dinner with all the trimmings that can be had either at Jeddy's Bar or at St. Xavier Church. Either location provides the opportunity to rub elbows with the locals. Volunteers from St. Xaviers prepare and serve the food as a fund-raiser.

Other GIR members participating in this year's Brighton Run included Bill & Wilma Morris, Jack & Cherie Runnfeldt, Bob LaSpina, Pat Norris, Tom & Ann Kleinschmidt; Chuck & Judy Kelley; Wally Ruppert, Jack Bowser, John & Dawn Brayton, Jim Manz, and Reuben & Emily Taylor. Apologies to anyone I may have omitted!

By all accounts everyone had a great time and highly recommend more GIR members join next year's run - and the fun!



Thank you to Charles Falk, Paul TerHorst and Jim Manak for their contributions to this article



The London to Brighton Run

takes place the first Sunday of November and commemorates the Emancipation Run of 14 November 1896 which celebrated the passing into law of the Locomotives on the Highway Act, which raised the speed limit for 'light locomotives' from 4 mph to 14 mph and abolished the requirement for these vehicles to be preceded by a man on foot. The early law required the man on foot to carry a red flag but that requirement was abolished in 1878. The Locomotive Act was still widely known as the 'Red Flag Act' and a red flag was symbolically destroyed at the start of the Emancipation Run, as it is today just before the start in Hyde Park.

2016 was the 120th anniversary of the very first Run and 400 fine examples of pre-1905 manufactured vehicles took part in the 60-mile demonstration.

Registration for 2017 will open in April.





"I wanted this car for a long time" Jon Freeman says of his 1935 Duesenberg. He first spotted it years ago, and "chased it around for four or five years", finally acquiring it a little over a year ago.

The first owner of the car was Lucius B. Manning, the president of Duesenberg Motors. Driven by Manning in Chicago for about a year, the "Duesey" demonstrated the power of the Duesenberg, during which time it was appropriately upgraded with a supercharger to full "SJ" specification.

From the 1910's until the 1930's, it was not uncommon for a wealthy owner to have a favorite coachbuilt body that would be reconditioned and moved to a new chassis every few years rather than buy an entirely new automobile at tremendous cost. Manning was no exception and as Duesenberg Motors President, he had at his disposal a "sweep panel" dual-cowl phaeton designed by Gordon Buehrig and built under the LaGrande label by Union City Body Company. Buehrig's lines were a notable sporty improvement upon the earlier LeBaron version of this design, especially when built upon a long-wheelbase

chassis, as this is.

Mr. Manning used this body on no fewer than four different Model J Duesenberg chassis, of which this car, chassis number 2592 with engine number J-562, was one. When an order for a "new" Duesenberg chassis came through, the president allowed the chassis of his car to be taken for the sale (as he had before, and would again, a third time), and it was re-bodied as a Willoughby Berline.

The Willoughby body was removed years later, and the chassis sold by A.T. O'Neill to well-known collector Hubert Fischer of Minnesota. A passionate Duesenberg enthusiast who owned several Model Js, Fischer had the original LaGrande Dual Cowl body recreated.

The car remained with the Fischer family for many years. It was eventually acquired from them by another well-known enthusiast - Gerry Shaw, of Connecticut and Florida - for whom a partial cosmetic restoration was undertaken to a very high standard. The facility of Duesenberg technician Brian Joseph, Classic & Exotic Service, Troy, MI, rebuilt the engine and also



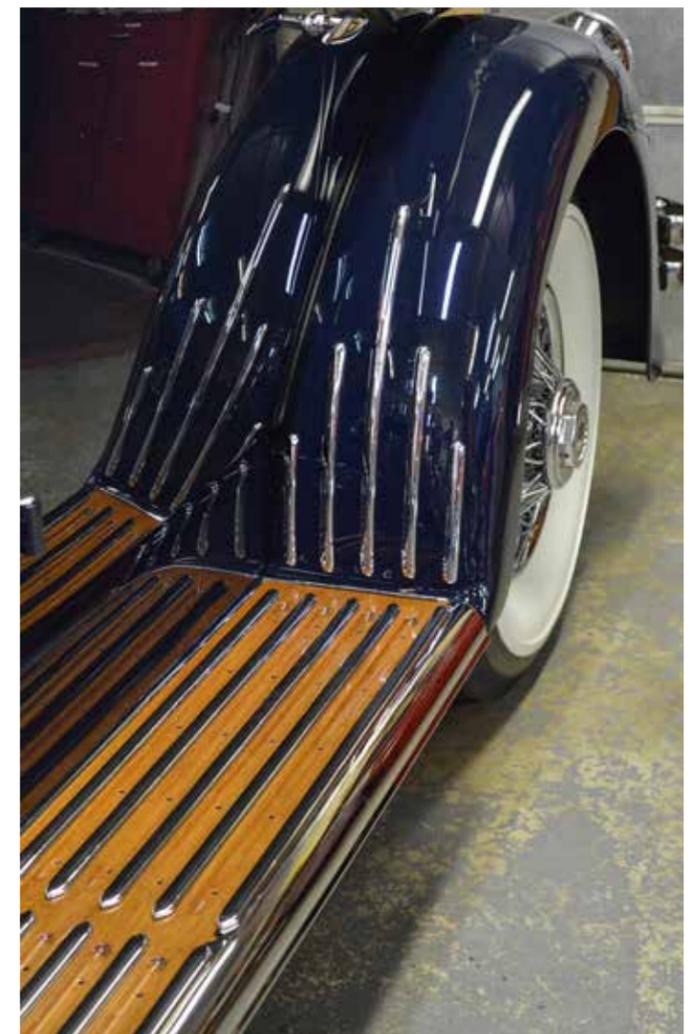
installed one of their highly regarded reproduction superchargers, upgrading the engine to ultimate "SJ" specifications.

Finished in a striking color combination of deep blue and a warm sand color, the car is stunning. Jon believes the Duesenberg was originally black and white, basing that opinion on a car part seen from an earlier restoration.

With exhaustive work taken to make it just as it was when Duesenberg's top man enjoyed it on a daily basis, this striking Duesenberg is no less enjoyable to drive and show today. Presented at the Greenwich Concours d'Elegance in 2014 it was awarded Best of Show.

In perfect condition when Freeman obtained it, the only real change he has made to it was the addition of wooden running boards. The highly glossed maple boards are fitted with metal treads that precisely line up to the trim on the fenders.

Although Jon hasn't owned it long enough to take it on any tours or take it out to more than a local show or two, he says those options are not out of the question for the future.





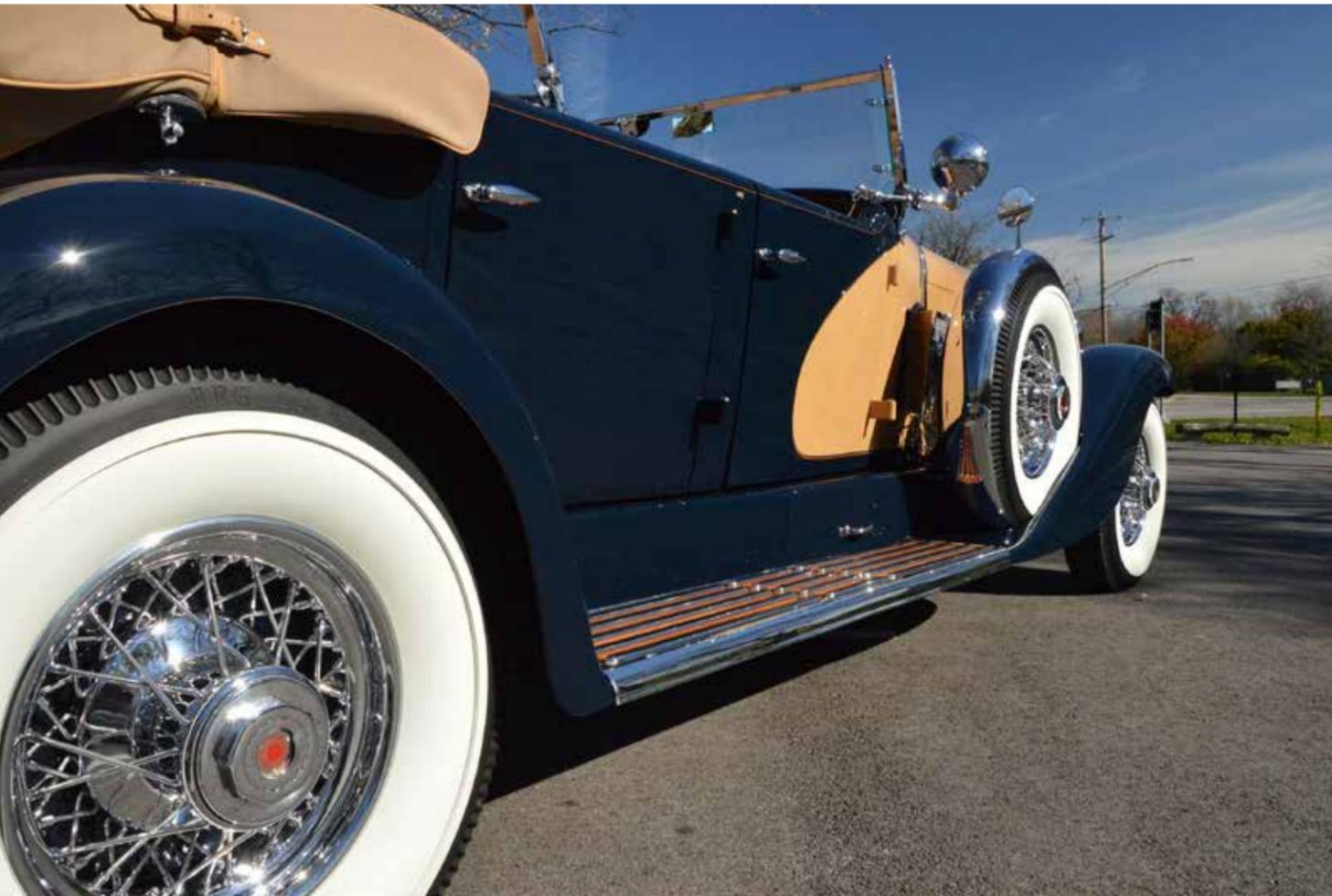
In 1935 the car was guaranteed to get to 100 mph in second gear. Jon has taken it up to 80 mph and opening up that exhaust on the road on our way to our photo shoot it sounded like a race car.

The Duesenberg Model J continues to represent anything truly great or grand. Designed from the outset to be the world's finest car, the Model J debuted at the New York Auto Salon on December 1, 1928. Its launch



dominated newspaper headlines and halted trading on the floor of the New York Stock Exchange. From its introduction to the present day, the Model J marks the crowning achievement of the Classic Era.

Notable accessories include six chrome wire wheels shod in wide whitewall tires, dual tail lamps, dual spotlights, and dual Pilot Ray driving lights.



Walking into Jon Freeman's storage garage I was in for a surprise. I expected to see the 1935 Duesenberg I was there to photograph, but I was not expecting to find a garage full of cars, all perfectly restored and in at least one instance, in pristine original condition.

Freeman has been collecting cars since the late 1970's, starting out with a 1932 LaSalle, then a 1935 Auburn, a '34 V16 Cadillac, and a 1938 Packard. None of which he owns any longer.

People have been known to call Jon Freeman "Man of many wheels". It's an affectionate term, indicating his deep immersion into both his hobby and his business. From the 18 and 22 wheelers of his business, Freeman Trucking, to his antique cars and motorcycles to his small planes that he loves to fly, Freeman is indeed a man of many wheels.



320 bhp, 420 cu. in. DOHC inline eight-cylinder engine with Schwitzer-Cummins centrifugal supercharger, three-speed manual transmission, beam-type front and live rear axles with semi-elliptical leaf springs, and vacuum-assisted four-wheel hydraulic drum brakes.

The Model J's visually impressive 420-cubic inch, dual overhead cam, inline eight-cylinder engine featured a free-breathing, four-valve cylinder head, and could develop 265 brake horsepower in normally aspirated form. Other features found on the Model J included a fully automatic chassis-lubricating system that operated every 30 to 60 miles, excellent two-shoe hydraulic drum brakes, and complete instrumentation, which included a 150-mph speedometer, a tachometer, an altimeter, an eight-day clock with a split-second stopwatch hand, and more.

Wheelbase: 153.5 in.



Cover Car Year 1935

~ a few of the highs and lows

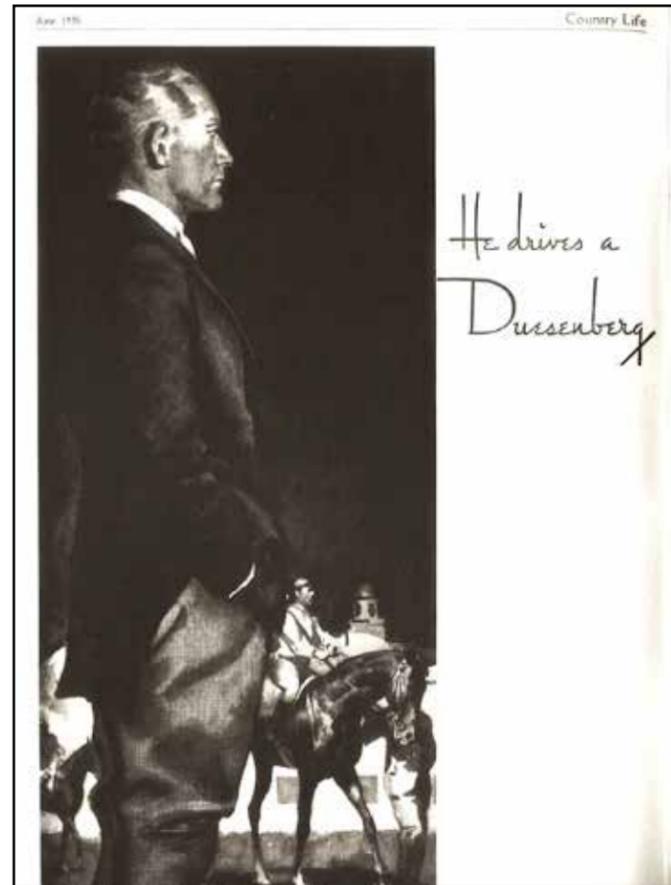
- January* – The FBI kills the Barker Gang, including Ma Barker, in a shootout.
 - Coopers Inc. sells the world's first men's briefs, as "jockeys", in Chicago
 - Amelia Earhart becomes the first person to fly solo from Hawaii to California.
- February* – Parker Brothers begins selling the board game Monopoly in the United States
- March* – Persia is renamed Iran.
- April* – Dust Bowl: Three great dust storm in the U.S.



hit eastern New Mexico and Colorado, and western Oklahoma

- May 24* – The first nighttime Major League Baseball game is played between the Cincinnati Reds and Philadelphia Phillies at Crosley Field in Cincinnati, Ohio.
- June* – Alcoholics Anonymous is founded in Akron, Ohio by William G. Wilson and Dr. Robert Smith.
- July* – The world's first parking meters are installed in Oklahoma City.
- August* – United States President Franklin D. Roosevelt signs the Social Security Act into law.
 – Humorist Will Rogers and aviator Wiley Post are both killed when Post's plane crashes shortly after takeoff near Barrow, Alaska.
- September* - President FDR dedicates Hoover Dam.
- November 22* – The flying boat China Clipper takes off from Alameda, California to deliver the first airmail cargo across the Pacific Ocean; on Nov 29 the aircraft reaches its final destination, Manila, delivering over 110,000 pieces of mail.
 – The 1935 British-made film Scrooge, the first all talking film version of the Charles Dickens classic *A Christmas Carol*, opens in the U.S. after its British release.

1935 was the first year that the gold statuettes were officially dubbed "Oscars." Some of the greatest classic films of all time were among the twelve Oscar nominees for Best Picture. The Best Picture winner was the expensive (the costliest film of the year - budgeted at about \$2 million) earliest version of *Mutiny on the Bounty* - a film with eight nominations and only one win.



Duesenberg

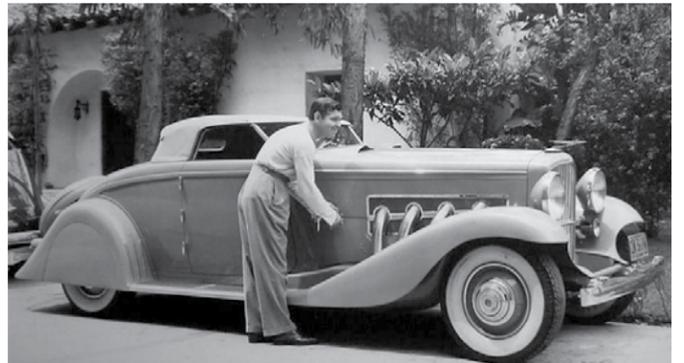
Founded in 1913 in Saint Paul, MN by brothers August and Frederick Duesenberg, they built engines and race cars. The brothers moved their operations to Elizabeth, NJ in 1916 to manufacture engines for World War I. In 1919, when their government contracts were canceled, they moved to Indianapolis, IN and established the Duesenberg Automobile and Motors Company, Inc.

In 1923, Jimmy Murphy drove a Duesenberg to victory at Le Mans, becoming the first American to win the French Grand Prix.

In late 1926, E.L. Cord added Duesenberg to his Auburn Automobile Company. With the market for expensive luxury cars severely undercut by the Depression, Duesenberg folded in 1937.

Fred Duesenberg died of pneumonia on July 26, 1932, resulting from injuries sustained in an automobile accident in which he was driving a Murphy-bodied SJ convertible. Augie died in 1955 of a heart attack.

The Duesenberg was a status symbol of the rich and famous, driven by the likes of Clark Gable, Gary Cooper, Mae West, Howard Hughes and Al Capone.



Lucius B. Manning 1894 - 1944

Lucius Bass Manning was educated in public schools, Hotchkiss Prep School and Yale School of Science and Engineering. In his senior year his mother was diagnosed with cancer and died. His bereaved father lost his business and money, leaving his son without funds for tuition. He went to work for Griffith Motor Co. in Seattle. When war (WWI) was declared, Lucius joined the Army Air Corps

He married Katherine Whitney, daughter of a Chicago insurance man. They moved to Chicago and while selling cars, he met a fellow salesman, E.L.Cord. They decided to build a car of their own and proceeded to buy a defunct plant in Connerville, IN which they retooled. Within a year, they marketed three models. In 1935 they started production of the Auburn Boat-tail Speedster. Although it took many awards in Europe, the U.S economy did not sustain the sale of luxury cars.

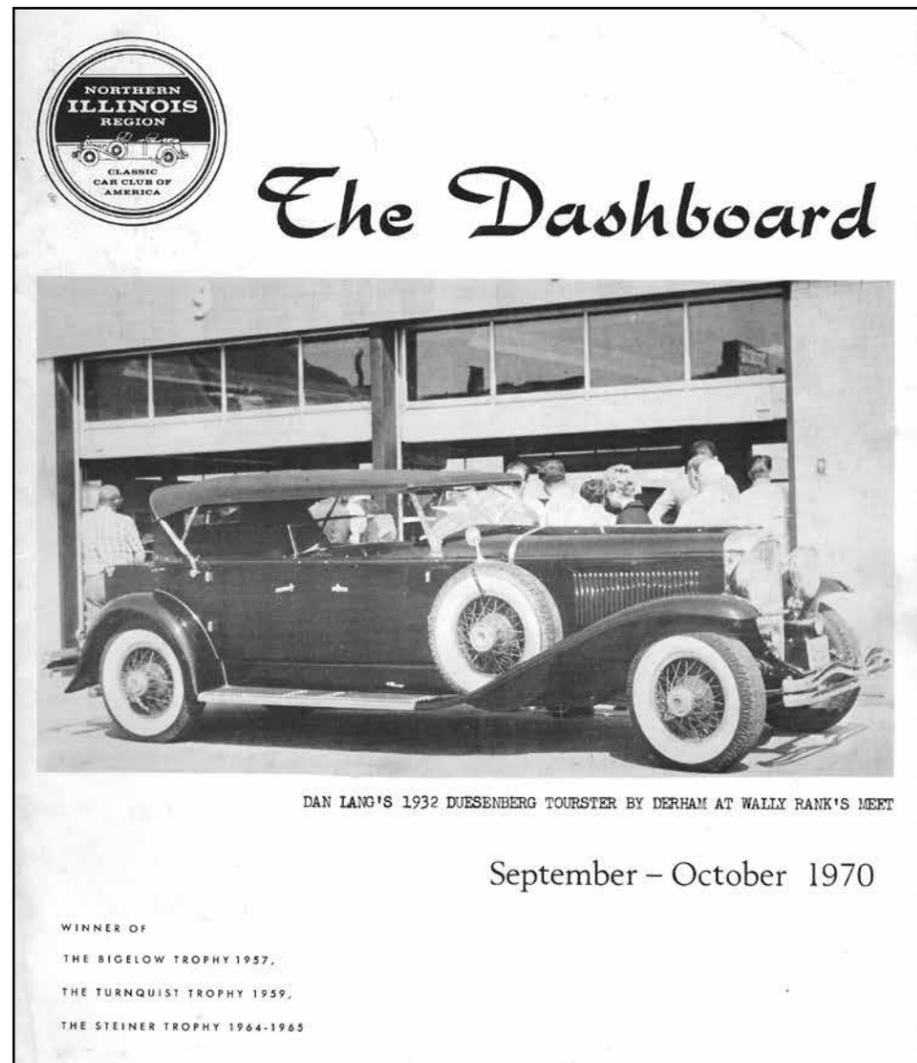
By 1932, Lu had his commercial pilot's license. He was made president of Century Airways, one of the eighty airlines that became American Airways. As chairman of the board of American Airways he started an intensive study to make air travel safer.

The airmail controversy was looming in 1934 and Lu pleaded with Roosevelt to allow the airlines to fly the mail. Airlines needed the revenue and were far better equipped to fly the mail than inexperienced Army pilots, but Roosevelt granted the contract to the Army Air Corps. It was not until nine pilots were killed that Roosevelt awarded the contracts to the airlines.



Manning joined the Army Air Force again at the age of 46, because he believed with his engineering experience in aircraft production, he could be of service.

In a severe weather-related crash, Lu and six others died in a B-26 near Hartselle, AL, April 9, 1944. He was awarded the Medal of Merit and the rank of Brig. General posthumously.



front cover



back cover

The September - October 1970 cover also featured a Duesenberg - a 1932 model belonging to one Dan Lang.

News of upcoming events included the Fall Tour to Lake Geneva and the annual dinner on November 8 at The Chateau Louise in Dundee. The issue also included a nice listing of Classic Cars for sale, and an appeal for more members even though the roster for that year listed about 100 more members than we currently have.

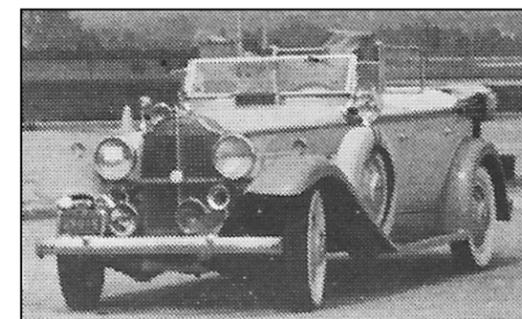
Inside feature stories included coverage of a Classic Auto Show in Milwaukee, one in Lake Forest, a Pierce Arrow Meet in Milwaukee, and the Annual Picnic, which was held at Bob Adams' farm.

A most interesting report was written on the

annual Gymkhana. 50 Classics showed up for the event which included a timed run weaving through pylons, coasting up to a line representing an (imaginary) brick wall, and a 'blind drive' in which the driver drove with a paper bag covering his head and a co-driver to give directions. It was noted that some drivers in this portion of the fun did "amazingly well as though they drove blind regularly".

One of the special awards given that day was the 'go to hell' driver award won by Sheila Joynt - in the Packard .

Hmmm. Perhaps at their next meeting the board should discuss bringing this event back. I'm not sure what would be more fun to watch - the Blind Drive or just watching Sheila drive.



With bag over head, Bob Joynt wheels his big series 902 Packard over the course.



Never one to be left out, Lou Brehmer, follows in his 1938 Super Eight Victoria.

If You're NEAR...

by Charles Falk

...Ocala, Florida and on your way southbound to enjoy a break from Midwestern winters, let me suggest that you turn off I-75 at Exit 341 and ease the stress of driving by spending a few hours at the Don Garlits Museum of Drag Racing before moving southward to whatever your Florida destination might be.

Ocala is about a one hour forty-five minute drive to the south from where I-75 flows across Florida's northern border; about sixty miles north of Orlando.

Let me quickly explain that, while this museum's raison d'être is a devotion to drag racing, it is much, much more and for this reason should also appeal to car enthusiasts who don't give a rip about drag racing. The "more" at the Garlits Museum is that, among other things, it includes a substantial collection of significant antique, classic, muscle, and other collectible cars that would likely interest Dashboard readers.

This museum is the creation of Don "Big Daddy" Garlits, considered the "Father of Drag Racing," winner of a multitude of top honors in the drag racing world as the innovative builder/driver of many highly-admired dragsters. By the time of his retirement from active racing, he had won 144 national events and held seventeen international titles. His technical prowess was further recognized when one of his dragster creations was sought out for placement in the Hall of Road Transportation in the Smithsonian Institution.



Don Garlits, along with his brother, Ed, and his late wife, Pat, started building and showing his collection in 1976. When the current property became available - in a larger and more accessible part of the Greater Ocala Area - the museum moved to its present home and that space opened to the public in 1984. The museum's stated general purpose is to "...chronicle the history of the sport of drag racing." Some observers label it as "a monument to speed."

The main attractions of the museum are housed in three modest buildings on an under-stated campus almost immediately adjacent to I-75. A large identification sign, and an A-7-U.S. Navy jet fighter, up on a pedestal, are among the first things that catch a visitor's eye upon entering the museum grounds. I wondered "Why the airplane at a car museum?" The answer is that Mr. Garlits once raced one of his dragsters against this specific type of plane on the 'deck' of a nearby airfield in conjunction with a U.S. Navy recruitment program promotion. He actually won the race, by a very narrow margin.

One building on the campus holds Garlits' large collection of significant drag racers; those he built and drove, and also those built or driven by others famous in the drag racing world. The second building on the campus holds Mr. Garlits' important collection of vintage and other cars of interest. These two buildings are loaded with memorabilia and automobilia. The third building was added in 2014 and is used for special collections and special events.

Other modest changes have been made since the time of my visit. Some cars have been sold and some new cars added as well as other historical or collectible items of interest to visitors.

Presently the museum owns nearly 300 cars. At any one time



time, about 200 of them can be viewed within the drag racing building; and about ninety cars are on display in the antique car building.

The focus of the collection in the drag racing building traces the evolution of the racers from the sport's formative years up until the present day. Many of the dragsters on display are from the "Swamp Rat" series of cars that Garlits drove in his own career. The "Swamp Rat" label was first attached to Garlits by non-Floridians in the drag racing world who viewed Garlits as a tough competitor who arose from Florida's many swamps.

Visitors who are more interested in antique, vintage, muscle, and other collectible cars will not be disappointed by the contents of the Antique Car Building. Here's a sample of what will be found there.

One of the largest collections of Fords in the country includes vehicles from the 1920's through the '50's : among which is a 1923 Ford "Depot Hack"

- A 1940 Willys
- Stock and "lead sled" Mercuries from 1949 - 1951
- An array of Mopars from the fifties through the seventies
- A 1940 Studebaker Club Coupe and a 1951 Studebaker 'Starlight Coupe'
- Chevrolets from the forties through the early sixties
- A 1931 Pierce-Arrow limousine
- A 1932 Cadillac Convertible Coupe.
- A 1926 Moon (aka: "The Ideal American Car")
- A 1904 Simplicity
- A 1903 Metz Speedster
- 1909 Buick "brassie" Model 10 Surrey
- 1904 Orient Buckboard

Some non-American built cars can be found either

in the Antique or the Dragster buildings.

One of the "celebrity cars" in the Antique Car Building is a 1956 Chrysler that was purchased by Mamie Eisenhower as a birthday gift to her husband, General and former President, Dwight D. Eisenhower. The antique car building also includes a re-creation of "Don's Garage" in which Don Garlits created and worked on his cars during his early years.

In both buildings visitors will find significant displays of technical items, such as antique gas pumps, engines, transmissions, rare manifolds, carburetors, and the like. The dragster car building also holds the museum gift shop and museum offices.

One of the museum's displays borders somewhat on the macabre. It is a display of the shredded metal remains of a dragster transmission that exploded in a 1970 race, ripped one of Don Garlits' dragsters in two, and - regrettably - also blew off half of his right foot. That accident prompted him to re-think dragster design - an act which led to future dragsters being powered with rear engines.

Mr. Garlits' museum is somewhat of a multi-purpose space because it is also the home of the International Drag Racing Hall of Fame and of the NHRA Hall of Fame - Southeast. The former, operating like other sports halls of fame, recognizes highly successful drivers and sport innovators by way of an induction process. Several famous drivers and others important to the sport are already in the hall and new individuals are considered and inducted into it. The honor is conveyed via appropriate ceremonies held each year and each inductee is memorialized with photographs, information about their driving careers, relevant



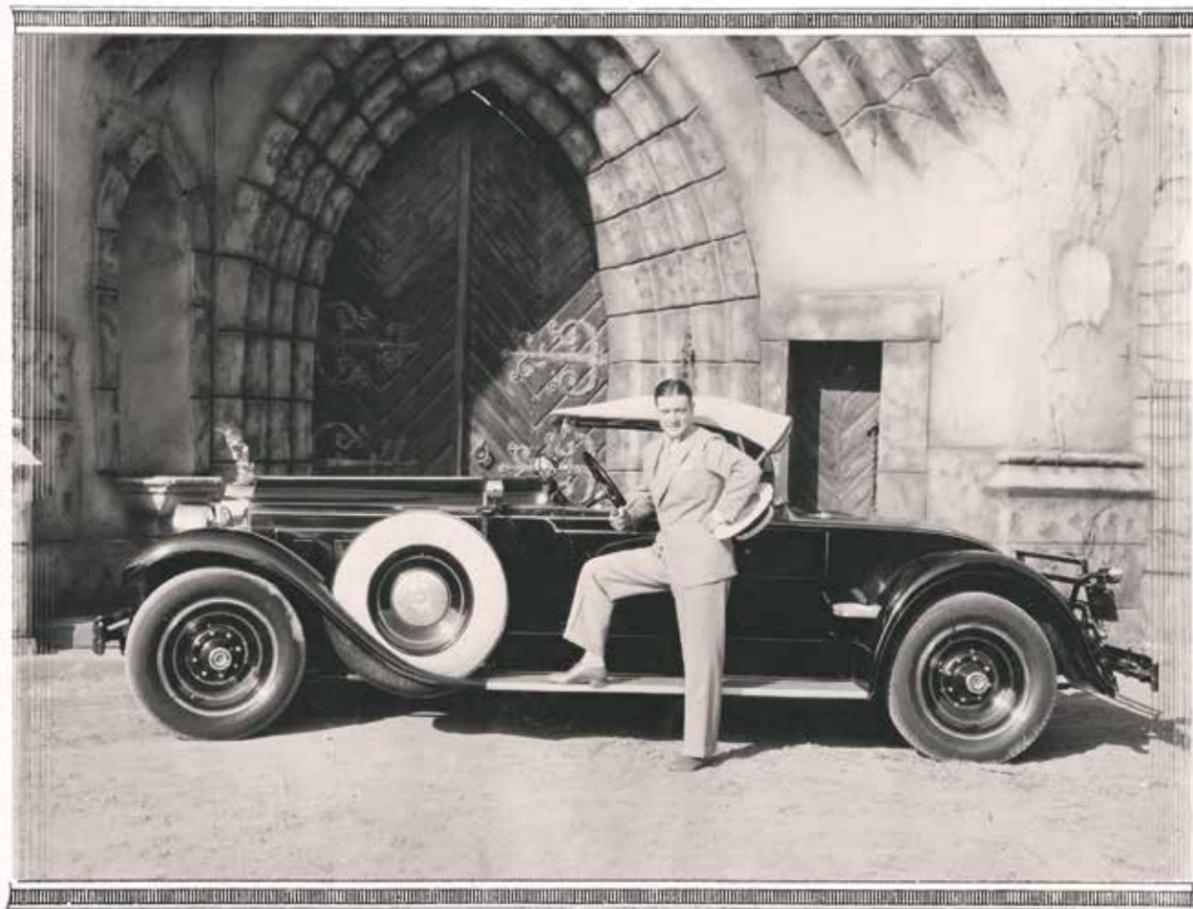
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For complete information go to the website :http://classiccarclub.org/grand_classics/approved_classics.html

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Cunningham	Invicta	Packard	
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Daimler	Itala	Pierce-Arrow	
Daniels	Jaguar	Railton**	

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

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.

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I think we've all fallen in love with a car at some point - and if not a car some object of desire that we just absolutely had to have.

Remember that 1983 movie *A Christmas Story*? All Ralphie wanted was a BB gun - an "official Red Ryder, carbine action, two-hundred shot range model air rifle"! It quickly became a classic and watching it is one of the surest ways to get me in the Christmas spirit. I did not know this until just the other day, but there is a sequel to that movie - *A Christmas Story 2*. Fast forward about 6 or 7 years from 1940 when the first one was set and our boy Ralphie is now 15 years old. Once again he has his sights set on another obsession. What else are 15 year old boys obsessed with? Cars and girls of course. In this instance the car is a 1939 used Mercury.

"There she was in all her gleaming secondhand glory, a 1939 Mercury Model 8 convertible. The top was frayed; the tires were almost shot - as if any of this mattered. For I was in the presence of the greatest machine ever to glide off an assembly line - the apex of automobilia."

Ralph's dad is an Oldsmobile man, and one of the best scenes in the original movie revolves around that car and a flat tire. *"Only I didn't say 'Fudge.' I said THE word, the big one, the queen-mother of dirty words."*

I don't think *A Christmas Story 2* got very good reviews, it certainly did not become the classic its predecessor did, but it might be worth seeing just for the cars.

"Holy moly. She's beautiful! ... Is that a six?"

"Fireball straight 8, overhead valves, two-speed hydromatic."

"Yeah, so what? There are a ton of Buicks around."

"Show some respect. This is a Roadmaster."

~



It certainly was fun getting to ride in this beauty. I thought I would have just a bit more fun and dress it up for Christmas!

Happy Holidays to one and all!

I hope you enjoyed this issue of the Dashboard!

- **Maureen**

Call for Stories and Ideas

If anyone has an idea for an article, or a story you would like to submit, please do so! It isn't always easy to come up with enough to fill these pages and I'm sure some of you have some pretty good stories to tell. It's nice to keep a couple on the back burner to pull out when I need one and I am ever so grateful for those of you who have shared. Keep 'em coming.

Not a writer? No worries. That's what editors are for.



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