



SIDE LIGHTS



The Official Publication of the Illinois Region
AACA's Oldest Region—established 1946



November 2019

Volume 71 Number 11

COMING SOON.....



November 3rd - Run to Brighton. Hosted by
Waukegan North Shore. (See page 20 for more information.)

November Board Meeting at White Oak Library District

The November Board Meeting will be Saturday, November 9th @ 11:00am.

At the White Oak Library District - 20670 Len Kubinski Dr,
Crest Hill, IL 60403 Phone # [\(815\) 552-4270](tel:8155524270). Any Questions

Contact: Lee Nelson at 815-729-0366 or L-N522@junco.com

Nancy Nelson - text 815-600-5471. All are welcome.



Happy
Thanksgiving!

Upcoming EVENTS

NATIONAL NEWS

For more information on National events see aaca.org

November 3 - Waukegan-North Shore **RUN TO BRIGHTON**. See Page 20 for more information.

November 9 - **REGION BOARD MEETING** hosted by Des Plaines Valley.

December 8 - Waukegan-North Shore **CHRISTMAS PARTY**.

February 6-8 - Annual Convention - Philadelphia, PA



DUES ARE DUE IN DUE TIME. PLEASE DO PAY YOUR DUES! SEND YOUR RENEWAL FORM ASAP TO ANDY VOSS (2588-B ROCK CREEK ROAD, PLANO, IL 60545). DUE TIME IS BEFORE DECEMBER 31st to ASSURE INCLUSION IN THE ROSTER BOOKLET. (See pages 18 & 19 for the Dues Forms.)



ILLINOIS REGION

The Illinois Region serves northeastern Illinois. Meetings are held on the second Saturday of odd numbered months at various locations.

MEMBERSHIP:

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Please contact Andy with questions about membership and/or address corrections. Annual dues are \$23 for both individual and joint memberships. Membership in the National AACA is an absolute prerequisite for membership in the Illinois Region.

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All materials should be submitted by the 20th of the month or sooner.

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Through 2019

Steve Kolish
Bob Markert
Nancy Nelson

Through 2019

Jerry Bodden
Jim Sikora
Joanna Vroman

Through 2020

John Otto
Dan Sobczyk
Dale Wooslev

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Fox Valley President: Dan Sobczyk
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Silver Springs President: Al Matison
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Chapter meetings are held the third Wednesday of every month at member homes.

Waukegan-North Shore

President: Chris Schurrer
815-344-3775 hpdog259962@gmail.com
Chapter meetings are held the second Friday of the month September through May (excepting December) at State Bank of the Lakes, 50 Commerce Dr., Grayslake, IL 60030

THE PRESIDENT'S MESSAGE



Thank you all those who attended the Fall Tour in Indianapolis hosted by the Des Plaines Valley Chapter. We were treated to great places to visit in and around Indiana's capital city. From the magnificent Stutz manufacturing building and collection, to the hallowed grounds of the yard of bricks at Indianapolis Motor Speedway, it was a pleasant time to get away and spend time with great people.

As our touring season comes to a close, please do not forget about Waukegan - North Shore Chapter's Annual Brighton - North Shore Chapter's Annual Brighton Run, held on November 3rd departing Gurnee and traveling to that metropolis of Southeast Wisconsin, Brighton. It's a great event to travel on and see many different types of automobiles.

Lastly, shortly you will receive ballots for the Region Board candidates, please look through them, make your selections, and return them in the post. These people have stepped up and wish to bring forth their ideas to keep the Region in the forefront of automobile clubs. They are all great candidates to choose from, and I appreciate their willingness to be considered for a nomination.

See you further down the road.



Monthly Recipe



Need a quick side dish for Thanksgiving? Try this easy and delicious Corn Casserole.



Corn Casserole

Ingredients

- 1/2 cup butter *melted*
- 2 eggs
- 1 package Jiffy Corn Muffin Mix
- 2 cups corn *canned or frozen, drained*
- 1 can creamed corn
- 1 cup sour cream

Optional Add-Ins

- 2 tablespoons minced onion or minced jalapeno peppers
- 1 cup sharp cheddar cheese *optional*
- Crumbled Bacon

Instructions

1. Preheat oven to 350°F. Grease a 2qt casserole dish and set aside.
2. Combine all ingredients and spread into the casserole dish.
3. Bake 45-55 minutes or until browned.

Editors Side Note – When I make this dish I always add the cheddar cheese to the top of the casserole.

Illinois Region Board Meeting Minutes

September 21, 2019

Host: Waukegan/North Shore Chapter
Mt. Prospect Library

President Chris Schurrer called meeting to order at 10:06 am.

Roll Call: Present: Chris Schurrer, Dan Sobczyk, Darlene Sobczyk, Bob Wenderski, Lee Nelson, Bob Markert, Bob Markert proxy for Andy Voss, Pat Market for John Otto, Steve Kolish, Dale Woosley. Joan Bodden proxy for Joanna Vroman, Nancy Nelson, Jim Sikora and Jerry Bodden. Excused: Al Matison. Guest: Bill Neufelt

Secretary's Report: Steve Kolish made a motion to accept the minutes as written. Jerry Bodden seconded. Motion passed.

Treasurer's Report: Bob Wenderski reported; !) An opening balance of \$23,858.29. Income totaled \$1,271.00. Expenses totaled \$1,209.15. a balance as of June 21, 2019 of \$23,920.14. 2) For the year the club has a profit of \$1,364.56 3) Regarding the Cantigny show, the Income of \$1,271.00 & Expenses of \$676.31 for a profit of \$594.69. 4) As of the year there are 125 paid members. A motion was made by Darlene Sobczyk to accept the treasurer's report. Nancy Nelson seconded. Motion passed.

Standing Committee Reports:

Membership: Bob Markert reported for Andy, no changes since the June meeting. Chris reported that Andy is getting ready to mail out the renewal forms to the members, if there are any changes in Chapters dues for 2020 to let Andy know.

Publication – Chris reported nothing new.

Legislation Lee Nelson reported to transfer a title will now cost \$50.00. There was a question regarding renewing the antique plate stickers for next year. Renewals are still on hold with the state. Chris reported there is a statue with the state that the charge cannot exceed \$30.00 to be on the lookout if there is any changes to that statue.

Website - Dan Sobczyk reported he was up to date that he just posted the fall tour.

Archivist: Chris Schurrer reported things are very quiet.

Region Activities:

Region Car Show 2019: Bob Markert thinks the show went very well considering: 1) Only ½ of the people who signed up to help showed up; 2) the rain. There was a nice turn out considering the weather if it wasn't for the rain he estimated there could have been 100 cars or more; Cantigny was happy, we made a profit of \$594.69. Bob reported he was stepping down as manager for this event. Bob stated we have two options either to table the subject to November or discuss now on whether we will be changing locations for this show. A discussion followed since Cantigny was happy and the show went well Lee motioned the show stay at Cantigny. Nancy seconded and the motion passed.

Fall Tour 2019: Lee Nelson stated the DesPlaines Valley has been working hard on the tour; he, Nancy and Chris visited Indianapolis area last week. We will be visiting the Speedway; seeing 2 car collections; visiting Antique Stores and Boutiques – Stutz Building has been redone and rented to artist, banquet a block away within walking distance. A discussion regarding the hospitality room: Most motels do not have meeting rooms or they are charging for use – since this is a region event could the region pay for the room. It was stated that the chapter receives \$200 for expenses from the region. We will also be touring on Sunday morning.

Swap Meet 2020: Bob Markert reported to be held on April 5th. We would need a new food supplier for next year

Spring Tour 2020: Host for this tour is the Waukegan/NS Chapter, Chris reported nothing has been done because 4 years ago we decided to test an overnigher rather than 2 days (standard style) as outlined in the by-laws. Three options purposed: A) Continue overnigher B) Standard Style C) let the region who is running the tour decide. After a discussion, pointing out the reasons behind the test

tours was 1) cost and 2) attendance; Dan felt the 2019 Spring tour (an overnigher) was well attended with two days full of sights and exhibits. Pat Markert made a motion for C) all in favor. Motion past. Bylaws would need to be changed. Chris Schurrer stated Waukegan/NS will make a decision upon which the board will be advised.

Chapter Reports:

Des Plaines Valley: Lee Nelson mentioned he was working on the fall tour and that the chapter went to Sublett for a meet involving Kaiser Vehicles.

Fox Valley: Dan Sobczyk reported the chapter had an outing with the Fox Valley AERO Club. It was the AERO 90th anniversary. He reported several AACA members participated in the festivities driving onto the airstrip with their antique cars. He also mentioned the club might need a new place for their Christmas party which occurs in January because Bohemian Crystal might be closing. The Pot Luck for 2019 was cancelled.

Silver Springs: Bob Markert and Chris Schurrer reported for Al Matison: 1) they are working on their May Swap meet for 2020. 2) A week ago they had a tour to the Iron Gate community. 3) German Day Fest tonight 4) On August 17th had a picnic and visited Earlville.

Waukegan/North Shore: Chris Schurrer reported: 1) had a tour to E. Troy Wisconsin and attended a car show at local drive-in afterwards. 2) In August had a tour and picnic – great tour and picnic. 3) 11/3 they will be doing the Brighton run which will start at a new location this year (Gurnee Mills) and run northwest on new roads. 4) On Oct 5th & 6th will have their Pre-War tour. 5) That evening they will be going to a drive-in movie in McHenry. 6) Their Christmas party will be Dec 8th. 7) They will be having a car show at Alexian Housing run by Jack Runnfelt. 8) Reported Warren Lauridsen and Al Reidel not in good health and would appreciate prayers and cards.

Old Business: Name Tags – Dan Sobczyk had an example which would cost the club \$4.95 per tag if we order 50 or more. Also a question was asked, is the board proposing to give each member a name tag?

If so, we would need more specifics and changes. Bob Markert motioned with Dale Woosley and Jim Sikora second to look into redesigning the sample name tag. It was agreed the logo would be the region logo; names larger, on two lines, and darker. Dan will research and have something for the next meeting. All agreed except Lee Nelson.

New Business: 1) Update on Art Swanson – who is homebound. Asked for prayers and cards. 2) Update on Scott Stastny passing away and his memorial. 3) Ballot Committee was appointed: Bob and Markert to head up – Jim Sikora will help. 4) Election of Board Members – current board members who terms ends at the end of 2019 are: Steve Kolish, Bob Markert, and Nancy Nelson. Bob and Steve will be retiring. Nancy might or might not run depending if their chapter can get a candidate. 5) Update of John O'Halleron's barn fire 6) Chris Schurrer will not be returning as president next year. We will need to find a new president

Visitor's Input: none

Nancy Nelson moved to adjourn. Dale Woosley seconded.

Adjourned at 12:25 pm. Next meeting: DesPlaines Chapter on November 9th

Respectfully submitted,
Darlene Sobczyk, Secretary

Recent Events:



HOW DO YOU SPELL THAT? IN-DI-ANA. THEN ADD POLIS.

BY JOHN O'HALLORAN

WHERE WERE WE when the above question was asked? The answer becomes *Indianapolis*, destination of the Illinois Region fall tour 2019 as put together by Lee and Nancy Nelson with the careful curatorship of Illinois Region chief tour-pointer Chris Schurrer.

What to drive, what to drive... The Hornet is still down with a busted intake, the black '48 in the city for the winter for a TV series shoot, the poor '64 Polara still has no paint, I could take the F150, it's 38-years old but what if we drive on commercial-restricted roads? Last option is one half-baked Chevy wagon. We 3M compound the sides, putty-knife off flaking peels of paint, Mequiar carnuba the rest and Thursday, October 17 finds us (me and the Chevy) pulling out of the driveway headed south.

For people not familiar with Indiana, it was populated by migrants who headed west out of Ohio but didn't want to travel any further. It lags Illinois in pumpkin production, and the state motto is "It's In The Water". Where Illinois had Carl Sandburg, Indiana offered up James Whitcomb Riley, who tendered one of my favorite works of poetic license; 'When the Frost is on the Punkin'.

If it's a crap shoot taking any northern Illinois group out of state for a road trip in the fall, with potential for catastrophic weather, we roll nothing but sevens and elevens.

But we rolled a couple of fifty-fives, too, and a '59 in the form of a Chevy stovebolt Six sedan, one slightly charred 1989 Caprice wagon, one Roadmaster wagon eligible for AV plates, a Miata with a top that refused to stay up, a bright red T-Bird with a top that wouldn't go down and about a dozen other collector-cars-of-the-future.

If you live there and commute daily, finding the Hampton Inn is probably a breeze. I googled it before leaving home and drew a rough map in pencil. Even then it was a female dog to find, what with it being near the airport but Indy has two airports. I guessed right... And pulled into the lot in time for Darlene Sobczyk to hand me a sheet with directions to an Italian restaurant down the road as the group shuffled out. Checking in, unloading luggage then trying to catch the crowd found me heading the

Recent Events: (Fall Tour to Indianapolis continued...)

wrong direction on the interstate, so I enjoyed gas station chicken fingers while hosts Lee and Nancy set up the hospitality suite.

The Hampton is a big motel, fairly new, didn't smell bad, parking lot evenly paved and spacious if you weren't pulling a trailer. After the driver sheets are inspected on Friday morning Chris Schurrer leads off in his '56 Oldsmobile two door sedan, original paint two-tone green car. Chris travels without a navigator but he has run the pre-tour several times to check mileage and time. In close order is our other 1955 car, Wendell and Alicia Stevenson's Mercury Monterey two door hardtop in white over blue. The whip antenna on the rear bumper makes the car easy to follow. Rounding out the fifties is Laura and Jim McDonald in Jim's '59 Chevy. See, this is Jim's car, though Laura has driven it once. She says that's enough. They've had the big blue sedan for decades but never taken it anywhere because they're always in Laura's car, the black '60 convertible. Jim hopped up the Stovebolt Six engine with speed equipment and opened the hood to show how clean it was.

I'm Tail-end Charlie in the '89 wagon with Nancy and Lee as passengers. Lee has also run this route before (he pirated it from the H.H. Franklin Club) and we follow Reuben Taylor. He's not piloting one of his big 1920's Lincolns this trip, it being a far piece from Glen Ellyn and all, but the roof on his Miata is never closed except at night. Nancy suggests I tighten up the gap (I tend to lag, in many ways); the hearty roar from the powerful 307 V8 quickly nudges us forward.

Right, right, cross, right left, left... it's like a boxing match following these directions. Supposedly Indianapolis is called the 'Circle City'. That's because there is a really tall memorial in the center of town called the Indiana Soldiers and Sailors Monument. We circle it at milepost 16.5 on our tour, and I wonder why John Otto's gray Honda is going right instead of left. But it turns out to have IN plates on it; John is still ahead of us in front of Jim Sikora's white van. Then the actual John Otto car shoots off in another direction... Did he ditch us? We still have the Garcia's in their black 2000 Lincoln to follow. We pass a building full of dinosaurs, some trying to get in, others out. This is Gorgosaurus Avenue, home of the Children's Dinosaur Museum.

There's a major problem with Indianapolis, they turned all their parking meters into electronic nightmares. You pay with your fancy cell phone. For everyone else, (us, for instance) hit the pavement, Jack. We turn left on Senate, cross 10th and hard left into Bearcat Alley, courtesy of the nice people at the Stutz Factory.

I found a Stutz once, peeking through the window of a garage on Grove Street around the corner from the Frank Lloyd Wright Studio house in Oak Park. It was gray

Recent Events: (Fall Tour to Indianapolis continued...)

with black fenders, wood wheels, unrestored, still had safety wire embedded in the windows. Where did that car go? No one knows...

We're tight on the bumper of Mike Miner's 2000 Lincoln Continental, this is one big car, let me tell you. Lee and I give it the once-over as Mike gets out, it's one of the special edition models a half-foot longer than standard for rear passenger leg room, and Mike tells us this car has never been in livery service. I think we're last in line, then Bob and Pat Markert circle the block and pull up behind us in their gray mini van.



Anne Jester talks to Donna and Don Peterson, Jim Sikora, Reuben Taylor and Bob Markert.

We find that John Otto discovered a short cut that allowed him time to walk the perimeter of the century-old 400,000 square foot automobile manufacturing plant. Museum Director and leasing agent Anne Jester walks us through the building, explaining that after Stutz left the industry in 1933 at the depth of the depression it was used as a warehouse until 1940. Eli Lilly took the building and preserved it intact, departing in 1982. In 1993 the building was taken by Indy native Turner Woodward, a developer who envisioned a multi-studio art facility with light manufacturing, focused around a Stutz Automobile interpretative center/museum.

Like a torch in the darkness, Woodward's vision turned an inner-city run-down neighborhood into a most trendy area. Miss Jester (who looks vaguely familiar, we may have met at a NAAM-SAH conference) started with Woodward shortly after the project started. We're led down various hallways, vintage cars at every turn. On the first floor, a DV-32 sedan in white with plated wire wheels. Behind it a stunning Cadillac Seville, circa 1985. I remark that I like the car, Humberto Garcia nods and we both agree that these were not the most reliable of automobiles. Around the corner, a chopped-up red Hudson stepdown. Convertible? It has no top, the doors are cut down, the rear frame destroyed by a modifier. On the windshield a placard reads this is available for \$69,000. It was in fact out of the Eldon Hostetler collection in Shipshewana, objectively it's little more than a parts car now.

The loading dock shows us a Stutz fire engine, without identifier as to provenance. Sycamore Illinois has a Stutz fire engine too, freshly restored that we see every August. Following Jim and Laura leads to a Stutz cabriolet. Hot rod! The builder, who prefers to remain anonymous steps out of the picture, but



Stutz Fire Engine

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admits he enjoys driving the car on warm summer evenings. A freight elevator takes us to Three, where we inspect a Stutz Pack-Age-Car, built after auto manufacturing ceased. It was innovatively constructed with a pull-out drivetrain for easy maintenance or replacement. A short walk down the stairs to Two brings us to the Hall of Stutz's, though we have to tip-toe past a Rolls Royce Silver Shadow first.

Jim Rubenstein and Linda Jacobs (did someone say they are married? I should have asked) stop at what is described as a 1914-1923 Bearcat. It appears to share an early body with later parts, headlights, balloon tires on wire wheels. Next to this a stunning phaeton, followed by my favorite, a '27 Stutz sedan with California license. Natural finish wood wheels, black fenders, deep green body, lighter, almost Kelly Green beltline highlighted with cream stripes. It's in drive-away condition. Next to the sedan a red over black roadster.



'27Stutz Sedan

Mr. Woodward's office and private chambers are behind the next door; we're graciously allowed in. What a fabulous display of car stuff, with a Shell-globed visible gas pump in the corner, cabinets full of miniature autos, Leroy Neiman originals hanging on the walls. Neiman's work graced the pages of a lot of Playboy Magazines, he's a favorite of mine for his bright displays of color and light.

Harry Stutz's parents were farmers in western Ohio. He eschewed husbandry, became a machinist with the National Cash Register, built his own automobile at age twenty-one, started his own business, sold it, moved to Indianapolis, co-founded another company, went to work for Schebler Carburetor, designed another car at age 29, went to work at Marion Motor Car Company as head engineer and racing car driver. Designed a transaxle and started another company to manufacture it. When the first 500-mile race was announced, Harry Stutz invested five weeks constructing a race car, which came in Eleventh Place.

'The Car That Made Good in a Day', was the slogan, so he built a factory in Indy to manufacture said automobile. And that's where we ate lunch, at the Bearcat Bar and Grill. Our table was the cool kids. Schurrer to my right, the McDonalds to his right, John Otto to my left next to Mike Miner. Mike has a big collection of Cushman motor scooters, I suppose he could have put one in the trunk of the Lincoln (maybe he did, in fact, I didn't inquire) and Mike was next to Lee and Nancy. Behind me was a replica of the Frank Lockhart speed record car. Lockhart was killed in the original when it

Recent Events: (Fall Tour to Indianapolis continued...)

overturned on the sand in Florida. Lee could have gotten up to give a speech, thankfully he didn't.

Hightailing it out of there, we did another seventeen-mile boxing match ending at the Indianapolis Motor Speedway, i.e. The Brickyard. We picked up our tickets for a bus ride around the tracks, cooled our heels in the museum for forty-five minutes. My favorite cars are from the earliest races, they have a couple of brass era race winners on display including the Marmon Wasp. This is the first race car in the world to have a rear-view mirror, so driver Ray Harroun didn't need a racing mechanic to ride along. My favorite race car driver of all time is Ralph Mulford, who won the first Elgin road race.

There is still some contention that Smiling Ralph lost the first Indy 500 to a timing error. With his characteristic smile he took it with good grace.



The group by the strip of bricks

We went around the track at about twelve miles an hour. One lap, stopping at the strip of bricks that demark the start-finish line. It's some sort of 'tradition' that winning drivers physically kiss the bricks. They drink milk, too. Our tour bus director invited us to 'kiss the bricks'. I volunteered to take the picture.

We walked around the museum for a while after the lap tour, and I yakked a lady docent ears off about Smiling Ralph. She was glad when closing bell was sounded. It was Chris's idea to stop at Speedway Indiana's main street to see an antique shop. So Nancy, Lee and myself followed, joined by Jim Sikora, who usually drives a Corvair but has a bum leg at the moment and can't stand to be in the car for a long drive. Ergo the van. Bibi and Humberto caught us at the shop; Nancy collects Cat stuff and Lee came out with a few items, I bought a new rectangle headlight for the F150, and we talked about dinner. The Garcia's liked the looks of the steak place next door, the Nelsons recalled a hole-in-the-wall pizza joint outside town, so the crowd parted ways. As I was driving Lee and Nancy pizza it was, along with Jim, and Chris was joined by his college pal Ryan Kirby. Man, pizza was good, we had two big ones with Pepsi. Chris knew the way back to the motel. Naturally we lost him, went twenty-three miles out of the way. In the dark. But it was fun!

Recent Events: (Fall Tour to Indianapolis continued...)

When Lee opened hospitality late (due to the detour) I had a can of two-year old Old Style. I spread out my photo albums. Photos of old cars taken when they were current. All different makes, leaning towards Hudson products.

Saturday had us up for a 9:00 driver review. Chris had Ryan as copilot today. Like a beacon we followed Don and Donna Petersons' red late model T-Bird down nineteen miles of country roads ending at Gene Perkins' car barn on Demaree Road in Greenfield. The Bird is a classic in the lower-case 'c' sense. Gene is well known in the upper case 'C' Classic Car Club and served on the board of that group for years. What a nice man, to take a motley looking bunch of strangers through his collection. Gene prefers big Packards of the



Gene Perkins Collection

'Thirties. Twin Sixes, straight eights, a Dietrich coupe, one of two known. He has a Packard sedan by Bohman-Schwartz next to a standard eight for comparison. At the end of the aisle a restored Delahaye in bright yellow, found in California, shipped back to France for restoration, shown at Pebble, in fact I think most of Gene's cars have been shown at Pebble Beach. He commented one of the Dietrichs missed First Place by a point, and no one could explain what that point was! Gene's brother, a retired orthopedic surgeon was there as well, showing his half the building, with flathead Fords. What a nice mix.

We bolted out of Gene Perkins' driveway heading left, bee-lining it to the Big Woods Restaurant back in Speedway. I sat next to Humberto and Bibi, across from Jim Sikora and Lee and Nancy. Talk about fun! Humberto has his own auto repair shop up north, you look in the roster he has more cars than I do. He leans heavy towards Lincoln, with a fleet of Continentals dating back to the Classic era. Bibi showed us an app on her cell phone: taking pictures of the guys at the table, it turns them into girls. Man, am I one homely woman. Still better looking than I am now... Humberto's latest project is a Mark II circa 1956. Wheel covers are rare for that car. He actually found one like new-old-stock at a garage sale. For \$5!

I've got to confess I didn't think I was going to like our next stop, Dallara, just a brief stumble down the street from Big Woods. Was I surprised! Indy race car stuff; they make the chassis'. It's all high tech, computer designed, light weight with driver

Recent Events: (Fall Tour to Indianapolis continued...)

safety foremost. Their new design has a roll cage above the driver's head. The chassis is set up for two engine designs. The car owner chooses one. The racer has almost no input into the chassis except for shock torque and tension, for handling characteristic. I asked our tour director is anyone thinking about making these Indy cars self-driving, as the human grows increasingly irrelevant. He looked at me as if I eat babies. I'd not heard of Dallara, but it was founded forty years ago by a man in Italy. Apparently, it's one of the biggest race car chassis builders in the world today. Who knew?

We meandered back to the Hampton Inn, 52.6 miles for the day.



Lee Nelson introduces guest speaker Roy Canfield at the Banquet.

Lee said we'd have a special guest speaker at the banquet, which was to be held across the field at the Hilton. I got there early to help Nancy set up the centerpieces, but she wasn't there yet. So, I sat at the bar for a couple of 7&7s. Nancy didn't need help after all, we only had sixteen for dinner, but I had Chicken Pesto, with salad, and dinner roll. Our server split early, forgetting we had dessert coming.

Didn't matter, Roy Canfield, historian of the H.H. Franklin Club was our speaker. He apologized for not talking about Stutz. That's OK! Franklin offered an overhead valve engine as early as 1902. By 1907 Franklin was the largest consumer of aluminum in the nation. Under chief engineer John Wilkinson, Franklin spent huge amounts of money on research and development. The car had full elliptical springs mounted on a wood chassis. It was claimed that the Franklin auto had the smoothest ride in the industry, and in fact many were sold to users in the Southwest desert area. 1910 found a new model with forced air cooling, shrouds around the block and cylinders to direct air. A year after Cannonball Baker set a transcontinental speed record in a Studebaker, he broke it in 1928 in a Franklin. (Baker was later killed in a traffic accident at a Franklin Club meet in New York.) When Lucky Lindy hopped the Atlantic, the only product he would endorse was the air-cooled Franklin automobile. The downfall of Franklin, Roy mentioned, was a \$5,000,000 loan taken in 1927 that could not easily be repaid after the market crash. In a desperate last gasp measure the Franklin Company built 201 twelve-cylinder cars.

Recent Events: (Fall Tour to Indianapolis continued...)

It was far too much and much too late. The company later morphed into aircraft/helicopter engines, and it's saga with the Tucker Automobile Company has been documented.

After Roy's all too short talk, we started pounding on the tables, dessert WAS served and Lee, Nancy, Chris and guest speaker Roy received a rousing hand of applause for a great Fall Tour. With frost on the punkin' and fodder in the shock, it was time to head out. Thanks for a great meet!



The Stevenson's 1955 Mercury, the blue car in the background is the McDonald's '59 Chevy and parked ahead of Stevensons' Mercury is Chris Schurrer's '56 Oldsmobile.



The Indianapolis Caravan, lead by Christopher Schurrer's 56 Oldsmobile, and Wendell Stevenson's 55 Mercury. Even from a different era they fit in with the building surrounding



In the Bearcat Alley, Nancy and Lee Nelson are taking a picture of John O'Halloran's big white wagon.

Recent Events: (Fall Tour to Indianapolis continued...)



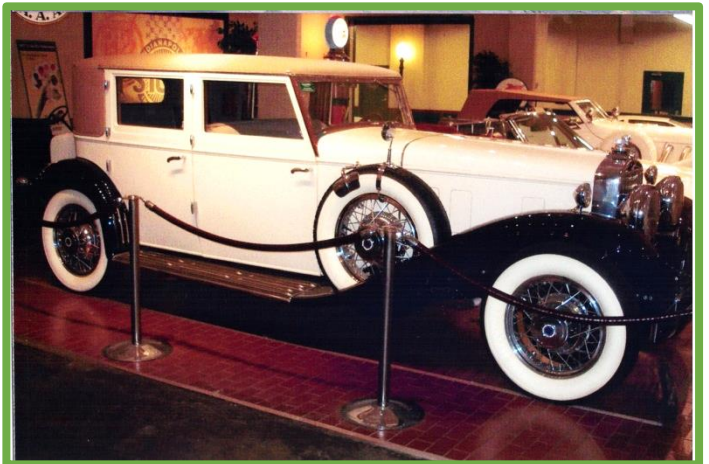
John Otto, left, and Chris Schurrer, right in the Executive Offices of the Stutz Factory.



Viewing the Leroy Nieman paintings is Darlene Sobczyk, and Jim Rubenstein at the Stutz Factory.



Some of the group gather around the Stutz Bearcat which is in the main collection area of the Stutz Building.



The Big White Stutz is a DV32.



Jim and Laura McDonald pose by a Stutz cabriolet. A Hot rod!

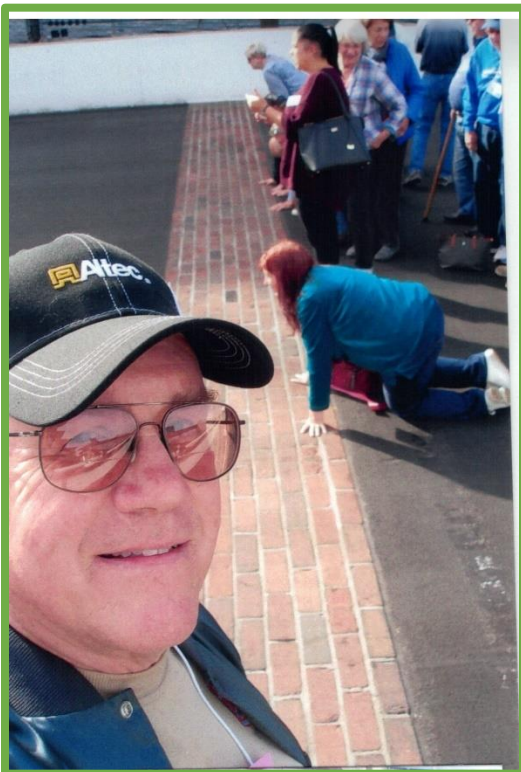


Bob Markert, Lee Nelson, Wendell Stevenson, and Jim Rubenstein check out the Stutz Package Car parked in an upper corner of the Stutz Factory building.

Recent Events: (Fall Tour to Indianapolis continued...)



At the Bearcat Lounge and Bar inside the Stutz factory. Dan and Darlene Sobczyk are at far left. At the back table are Reuben Taylor, Jim Rubenstein and Linda Jacobs, Donna & Don Peterson. Middle table are Humberto & Bibiana Garcia, Wendell & Alicia Stevenson, Jim Sikora. Front table is John Otto at the left, Mike Miner, Lee & Nancy Nelson, Chris Schurrer and Jim & Laura McDonald.



John O'Halloran takes a selfie by the bricks.

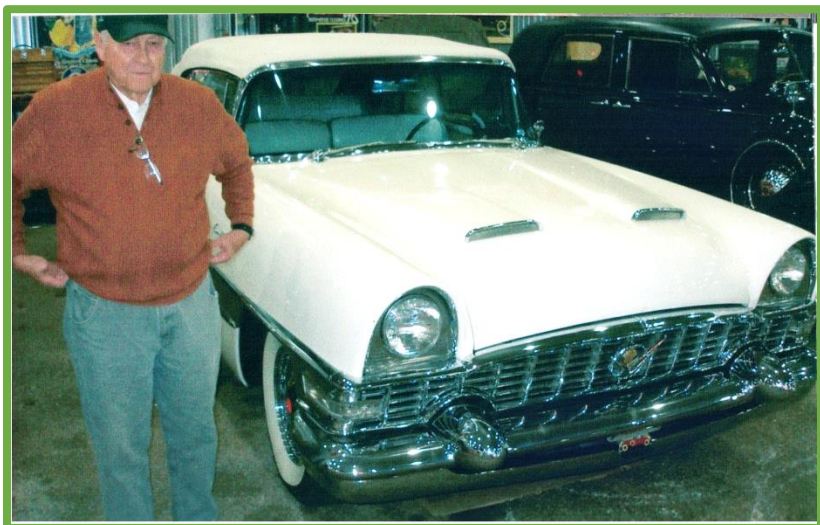


Ruben Taylor preparing for his Indy Car debut in a simulator. Bibiana Garcia looks on.

John O' Halloran's Chevrolet Wagon, Christopher Schurrer's Olds, and Jim Sikora's Monte Carlo on the wrong side of the tracks while the owners went for pizza in Mars Hill.



Recent Events: (Fall Tour to Indianapolis continued...)



Gene Perkins, the owner of the collection standing next to a Packard Caribbean.

The group gathers in the Perkins Collection building.



Ryan Kirby, Chris's co-driver holds up a bouquet of flowers as Ruben Taylor mugs for the camera at the banquet.

2020 ILLINOIS REGION RENEWAL FORM



❖ Dear Region Members:

❖ **It is now time to renew your Illinois Region dues.** You must be a **PAID MEMBER OF THE NATIONAL** to belong to the Illinois Region. Please check inside the wrapper of the *AACA Antique Automobile* (Sept/Oct) magazine for the NATIONAL RENEWAL NOTICE.

Since this information is used to compile the *ILLINOIS REGION ROSTER*, please complete this form carefully and accurately.

Please check ONE below:

Illinois Region Dues – Sidelights received by email \$23.00 _____

Illinois Region Lifetime Membership \$300.00 _____
 (Must be National Lifetime Member – Dues for National
 Lifetime membership dues are now \$700.00)

Current paid Illinois Region Lifetime Member? Yes _____

Chapters:

Fox Valley Chapter \$5.00 _____

Waukegan-North Shore Chapter \$8.00 _____

Total Amount Enclosed: _____

Make check payable to the *Illinois Region* and mail it to:

**Andy Voss
 2588-B Rock Creek Road
 Plano, IL 60545**

AACA NATIONAL MEMBERSHIP NUMBER: _____

LAST NAME _____ FIRST _____ SPOUSE/
 PARTNER _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE: _____ CELL PHONE: _____

EMAIL ADDRESS: _____

(Necessary to receive Region mailings by email)

Dues must be received by DECEMBER 31, 2019 to be included in the 2020 Roster.

Would you like the 2020 Roster sent to your e-mail address instead of by U.S. mail? Yes ___ No ___

Put a check mark in front of the chapters to which you belong:

_____ Des Plaines Valley

_____ Silver Springs

_____ Fox Valley

_____ Waukegan-North Shore

PLEASE COMPLETE REVERSE SIDE OF FORM ONLY IF THERE ARE CHANGES!

ANTIQUUE VEHICLE INFORMATION

_____ Check here if the vehicle information is the same as last year; then you do not need to fill in the chart below.

Classic Cars must be 25 or more years old

Add Cars Acquired Since Last Year

Year	Make	Model

Delete Cars that you no Longer Own

Year	Make	Model



Waukegan~NorthShore Chapter AACAA



Presents our 59th Annual Run to Brighton Sunday, Nov. 3rd, 2019



Join us as we travel interesting back roads thru Northern IL and Southern WI to Brighton, WI. on our own **Run To Brighton Classic Car Tour.**

In its 123rd year, first run in November 1896, the run to Brighton was a celebration of the increased speed limit to 14 MPH and elimination of the flag walker ahead of the vehicle!

Meet: Driver meeting 9:45

Panera Bread

6440 Grand Ave.

North East Corner of Rt. 132 & Hunt Club

Gurnee, IL

Departing at 10:00am SHARP!

Additional Parking at empty car lot.

Remember: Daylight Savings time ends!

Lunch is on your own
Suggested: Delicious turkey dinner with all the trimmings and dessert, \$14 per person. Pay at the door. St. Xavier Church Hwy X Brighton, WI (next to Jeddy's Bar)

Cost per car for Members of AACAA: \$10.00

Cost per car for Guests..... \$15.00

Dash Plaques to the first 150 registered vehicles.

Please **RSVP with check per car and registration form by Oct. 23rd**, 2019

Bob & Renee Grutza.....847-334-6997, bob.grutza@yahoo.com

REGISTRATION FORM

Name _____

Cell Phone Number _____

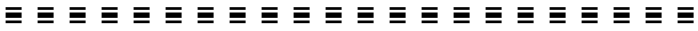
Email Address: _____

Please enclose check made out to Waukegan North Shore Chapter AACAA.

Mail registration per car to:

Renee Grutza
1123 Breckenridge Ave.
Lake Forest, IL 60045

Do you intend to participate in the church dinner? Advise here how many



FOR SALE!

New in the box: Torin Big Red 3.5 Gallon Model#T-10035 Bench Top Parts Washer. w/110v electric pump. Approved for use with mineral spirits or biodegradable cleaner. \$60.00 or best offer. John at 847-370-6902. Email: palka@att.net.

One, new in the box Menards Performax Air Filtration system, table or ceiling mount 3 speeds w/remote control. perfect for woodworking area, traps 1 micro inner, 5 microns outer filters, w/timer. \$125.00 OBO Contact John Palka cell 847-370-6902 or e mail palka@att.net



1968 Cadillac DeVille Convertible



The time in my life has come, for a change in our lifestyle and priorities that we have. Diane and I have come to the conclusion and sad realization that we should sell the Cadillac.

The Hobby and the people involved, has bestowed on us adventures, memories and very enjoyable times. So, I would like to pass on these thoughts to the new owner, if they are new in the Hobby. Join a car related club, and it will open a whole new world for you, access to information and parts if needed for This Eye catching cruiser.

This Cashmere Ivory colored vehicle, with a Black

fabric convertible top, with a Glass rear window is ready for the road. It has Black Leather Seats and Interior. No problem with the A/C on during the summer. It was converted to 134a by the previous owner. It sports New white wall tires, around 1,000 miles on them. the Automatic transmission was rebuilt by AAMCO around 3,000 miles ago. The car was Z Barted by a previous owner. The Chrome and Bright work are in very good condition.

I consider this garage kept well maintained nice "20-footer" Fun to drive, touring car worth the top end of the spectrum of The Old Cars Price Guide

#1 value of this example is \$41, 700. But this nice yellow "20" footer touring car is considerably less, and affordable, it can be yours for considerably less

for only \$17,000. I feel this is a fair retail price for this well maintained, fun to drive 80,000 mile automobile. If you are really interested contact me (Alan Benning) at

benningalan@gmail.com

