

SILVER SPRINGS MARCHES TO PONTIAC MUSEUM

BY Pat Markert/ pictures by Bob Markert

After 3 years of talking and planning, the Silver Springs Chapter had their tour to Pontiac on October 29. Leaving the McDonalds in Sandwich at 9 am they started a scenic drive from there to downtown Pontiac.



One of the lovely cars in the Pontiac Museum.



L to R: Pat Markert, John Palka and Chris Schurrer chat at the Pontiac Museum.



← An Oakland is one of the cars at the Pontiac Museum.



This picture was taken in the Route 66 museum in Pontiac. The lady in the cool Halloween sweat-shirt was the docent. She filled us in on all the interesting items on display.

In the middle of the day, we all gathered at Bernardi's Restaurant for a wonderful lunch and some interesting conversation.



↑ Above Jean & Tom Roche, Al Matison and Bob Ronning.

← L to R: Jack & Mary Weymouth and John & Candy Medgyesi



← L to R: John Palka and Chris Schurrer

All in all it was good weather, good museums, good roads and good friends. Can't ask for than that.



US 41 GEM FOUND

By Christopher Schurrer

Recently, I embarked on a journey to achieve one of my goals, traveling U.S. Rt. 41 and it's original alignments from end to end. I left on this 18 day journey beginning at Foster and Lake Shore Drive in Chicago and planned to travel to Miami Beach, the end of the longest alignment of U.S. Rt. 41 throughout history. Hurricane Irma shortened my plans, but it was not before I found this gem of an antique automobile museum.

Tucked away in a former bakery in a very industrialized area just southeast of downtown Nashville, Tennessee along U.S. Rt. 41 is the **Lane Motor Museum**. This unimposing structure hides one of the most unique museum I have ever had the pleasure to visit. There are 150 cars and motorcycles on the museum floor, with many more in a storage space where they rotate to and from the museum floor over time.

As many know, "unique" interests me, and I had my fill here. Out of those 150 cars, I had seen, or at least heard of about 10 of them, no



This one-of-a-kind 1932 Helicron was found in a French barn in 2000 having been placed there in the late 1930's by the original owner, the propeller-driven vehicle was restored to operational condition. Believe it or not, the vehicle passed the French safety inspection in 2000 and is street legal.

more than 15 certainly. The collection, which heavily features European cars of many eras (especially England, Germany, Sweden, France, and Czechoslovakia), but it does contain a handful of American cars. Outside of country of manufacture, there are many aerocars, micro cars, and everything in between. Not only cars and motorcycles, but the museum

featured bicycles, military vehicles, and European posters, advertisements, and technical drawings of automobiles.



The hallway of motorcycles.



Bicycles, bicycles, bicycles!

In the hour I had from stumbling upon this museum, until when the museum closed, I tried to see everything and get photos of everything I could. One thing I noticed right away was that almost every

vehicle had a license plate affixed to it. There was also a person walking from a corner of the museum, which was a machine shop, to a vehicle, working on them while the museum was open. I came to find out that



One of the few familiar faces, a 1956 Volkswagen Beetle.

US 41 GEM continued

almost every vehicle in the collection runs and operates, and the few that do not are currently being worked on (with parts being customized in the machine shop). A valiant effort indeed!



I remember what my mother told me when I was a child. "Look up, look down, look all around."

That effort is seen in the building itself. When it was purchased to be the museum, the bakery, which was built in 1951, had been vacant for about 15 years when purchased in 2002. It was Mr. Lane's vision to restore the building to it's former grandeur as a showcase for the vehicles he is also restoring.

The last thing I did before the museum closed was watch the welcome video (I have always been a little backwards, haven't I?). It was there where I learned a lot of the background of the museum and the collection which started the museum donated by Mr. Jeff Lane. I soon realized that Mr. Lane, who was narrating the video, was the same person who was walking back and forth working on different vehicles while I was there.



A line of Saab's, from Left to Right : 1992 Saab 900, 1969 Saab 96V4, 1958 Saab 93 and a 1950 Saab 92.

This is a museum of a different sort, and what I consider a must see for anyone traveling around the Nashville area.



The 1961 Chevrolet Corphibian Prototype built by Chevrolet Engineers Richard E. Hulten and Roger D. Holm under a company named Hulten - Holm Company (this prototype was not an official Chevrolet project), it is based on the Corvaire Loadside Pickup. It features a full fiberglass hull, extended bed, and twin propellers, and retaining the Corvaire's air cooled engine and automatic transmission. The idea was very similar to the Amphicar which was launched the same year. Unlike the Amphicar though, only one Corphibian exists. Hulten and Holm hoped Chevrolet would purchase the idea for production. It never happened.



A 1959 LARC LX. It can go just about anywhere it needs to, with 4 Detroit Diesel engines, twin props (it is amphibious), four wheel drive, and two or four wheel steering. It is over 62 feet long, 26 feet wide, 20 feet high. The tires themselves are 9 feet high. Surprisingly, given its size, the turning radius of the vehicle is only 75 feet. The vehicle was driven here in 2005 from the Port of Nashville.

US 41 GEM continued



The 1961 Von Dutch "Rocket Car", a vehicle built by Kenny Howard (aka Von Dutch) which was believed to be a prop for a movie, but no film of it exists. The main portion of the car began as a 120 gallon belly tank from a USAF F - 86 Sabre Jet fighter. It is powered by a Harley - Davidson UL Flathead engine.



A scene from the machine shop with a work in progress.

A 1936 Praga Baby. Praga began making cars in 1907. The Baby, debuting in 1934, was designated as the most elegant small car at the 1934 Berlin Car Show. It featured the first fully synchronized gearbox in Czechoslovakia. It also features a backbone frame and 4 - wheel independent suspension.



BALLOTS ARE COMING!



BALLOTS ARE COMING!

LOOK FOR THEM.



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HERSHEY - ONE OF THE BEST

by Chris Schurrer



Hershey - One of the most well known antique car shows and swap meets in the world, is considered to be a show that a car person should attend at least once in their lives. The AACA Fall Eastern Meet in Hershey, Pennsylvania this year was on par with its reputation as being one of the best.

I arrived in Hershey with Des Plaines Valley Members Lee Nelson and Bob Finley on Wednesday morning and with a quick stop for breakfast and provisions went to the swap meet. To walk past every vendor and past every vehicle in the car corral and car show, it is a 38 mile walk past treasure upon treasures - car parts, automobiles and related memorabilia. I spent time in Franklin Row, a section of vendors on the north end devoted to the Franklin Automobile.

Thursday, the longest day at a whopping 16.5 mile walk, brought me through the car corral, where there were many cars I would love to have "if I just had that extra garage space", and then to the Chocolate Field and Chocolate Annex to get parts to fix those cars in my garage. I stumbled across a truck produced by American Locomotive Company (Alco). Known for its durable locomotives, this truck was quite a sight of engineering to behold.



I was lucky enough to be there as the owner was moving this Alco truck it from this space to a different location.

On Thursday night we visited the Antique Automobile Museum in Hershey. The theme this year was "Barn Finds", rare vehicles which have been found after decades of slumber.



A Ford Brewster part of the "Barn Finds" Collection at the Museum.

Friday started with Cars and Coffee, which was a sneak peek into the storage buildings that are normally closed to the public. These vehicles are owned by the museum, and are waiting to rotate into the museum itself. They are tightly squeezed into the building but one could find their way around with some strategy.



The 1947 Kasier "Bodacious" a customer made vehicle intended to entice Kasier to build pickup trucks. It never happened, but the prototype survives.

HERSHEY: ONE OF THE BEST continued

And then there is Saturday. Even with how amazing Wednesday, Thursday, and Friday were, Saturday is the icing on the cake and the cherry on top all rolled into one. I would be able to rationalize driving all night there and all night back JUST to visit this one day.

Just as the sun rose , we walked out to the show car entrance to watch the cars arrive. The two lane road alongside the show field is closed except for vehicles entering the show. What happens then is a small glimpse back in time. It is great to see these vehicles operating under their own power and we got front row seats. We were joined by John Otto to watch the vehicles arrive.



The custom built Australian 1973 Mohs Safarikar - only one of 3 ever produced.



A 1930 Willys - Knight Great Coupe. A very rare vehicle which was way ahead of its time, and debuted right around the stock market crash of 1929, only two now are known to exist.



A Checker Taxi Cab nicely restored entering the show field.

This year's show, I was told, was one of the largest they have had in years. We stood for about 3 hours at the entrance watching a virtually non - stop parade of vehicles of all types arriving.

After that, we traveled through the show field to see all of the cars up close, staying there until 3 in the afternoon to see everything.



The sea of treasures that await you at Hershey!

And in what seems like a flash, the Hershey Week has passed and is in the books. Another wonderful show. Here is to already looking forward to next year's.



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**Waukegan~NorthShore
Chapter AACA**



**Presents our 57th annual
Run to Brighton
Sunday, Nov. 5th, 2017**

Tired of sitting around car shows? Try something different....



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** representing the Classic Brighton England car tour in its 121st year, that was first run on Nov. 1896 as a celebration of the recently passed increase of speed limit and elimination of the flag walker ahead of the vehicle.

Meet at 9:00am @
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South East Corner of Rt. 176 & 43
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Departing at 10:00 am Sharp

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with all the trimmings and desert
pay at the door

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Brighton, WI

Cost per car for Members of AACA..... \$10.00

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

Dash Plaques to the first 200 registered vehicle

Please RSVP with check per car and registration form by Oct. 26th, 2016

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Sunday, December 10th, 2017
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With cash bar

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By Dec. 5th
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Number of people attending Party _____

Please send \$14 for member and \$28 for each guest \$ _____
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Law on antique vehicles—print this out and keep it in your antique car.

(625 ILCS 5/3-804) (from Ch. 95 1/2, par. 3-804)

Sec. 3-804. Antique vehicles.

(a) The owner of an antique vehicle may register such vehicle for a fee not to exceed \$13 for a 2-year antique plate. The application for registration must be accompanied by an affirmation of the owner that such vehicle will be driven on the highway only for the purpose of going to and returning from an antique auto show or an exhibition, or for servicing or demonstration and also affirming that the mechanical condition, physical condition, brakes, lights, glass and appearance of such vehicle is the same or as safe as originally equipped. The Secretary may, in his discretion prescribe that antique vehicle plates be issued for a definite or an indefinite term, such term to correspond to the term of registration plates issued generally, as provided in Section 3-414.1. In no event may the registration fee for antique vehicles exceed \$6 per registration year. Any person requesting antique plates under this Section may also apply to have vanity or personalized plates as provided under Section 3-405.1.

(b) Any person who is the registered owner of an antique vehicle may display a historical license plate from or representing the model year of the vehicle, furnished by such person, in lieu of the current and valid Illinois antique vehicle plates issued thereto, provided that valid and current Illinois antique vehicle plates and registration card issued to such antique vehicle are simultaneously carried within such vehicle and are available for inspection.

(Source: P.A. 91-37, eff. 7-1-99.)

Source (Accessed 10 / 11 / 2017) :

<http://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=062500050HCh%2E+3&ActID=1815&ChapterID=49&SeqStart=34900000&SeqEnd=67200000>

Law on expanded use antique vehicles—print this out and keep it in your antique car.

(625 ILCS 5/3-804.01)

Sec. 3-804.01. Expanded-use antique vehicles.

(a) The owner of a motor vehicle that is more than 25 years of age or a bona fide replica thereof may register the vehicle as an expanded-use antique vehicle. In addition to the appropriate registration and renewal fees, the fee for expanded-use antique vehicle registration and renewal shall be \$45 per year. The application for registration must be accompanied by an affirmation of the owner that:

(1) from January 1 through March 31 and from November 1 through December 31, the vehicle will be driven on the highways only for the purpose of going to and returning from an antique auto show or an exhibition, or for servicing or demonstration; and

(2) the mechanical condition, physical condition, brakes, lights, glass, and appearance of such vehicle is the same or as safe as originally equipped.

From April 1 through October 31, a vehicle registered as an expanded-use antique vehicle may be driven on the highways without being subject to the restrictions set forth in subdivision (1). The Secretary may prescribe, in the Secretary's discretion, that expanded-use antique vehicle plates be issued for a definite or an indefinite term, such term to correspond to the term of registration plates issued generally, as provided in Section 3-414.1. Any person requesting expanded-use antique vehicle plates under this Section may also apply to have vanity or personalized plates as provided under Section 3-405.1.

(b) Any person who is the registered owner of an expanded-use antique vehicle may display a historical license plate from or representing the model year of the vehicle, furnished by such person, in lieu of the current and valid Illinois expanded-use antique vehicle plates issued thereto, provided that the valid and current Illinois expanded-use antique vehicle plates and registration card issued to the expanded-use antique vehicle are simultaneously carried within the vehicle and are available for inspection.

(c) The Secretary may credit a pro-rated portion of a fee previously paid for an antique vehicle registration under Section 3-804 to an owner who applies to have that vehicle registered as an expanded-use antique vehicle instead of an antique vehicle.

(Source: P.A. 97-412, eff. 1-1-12.)

Source (Accessed 10 / 11 / 2017) :

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