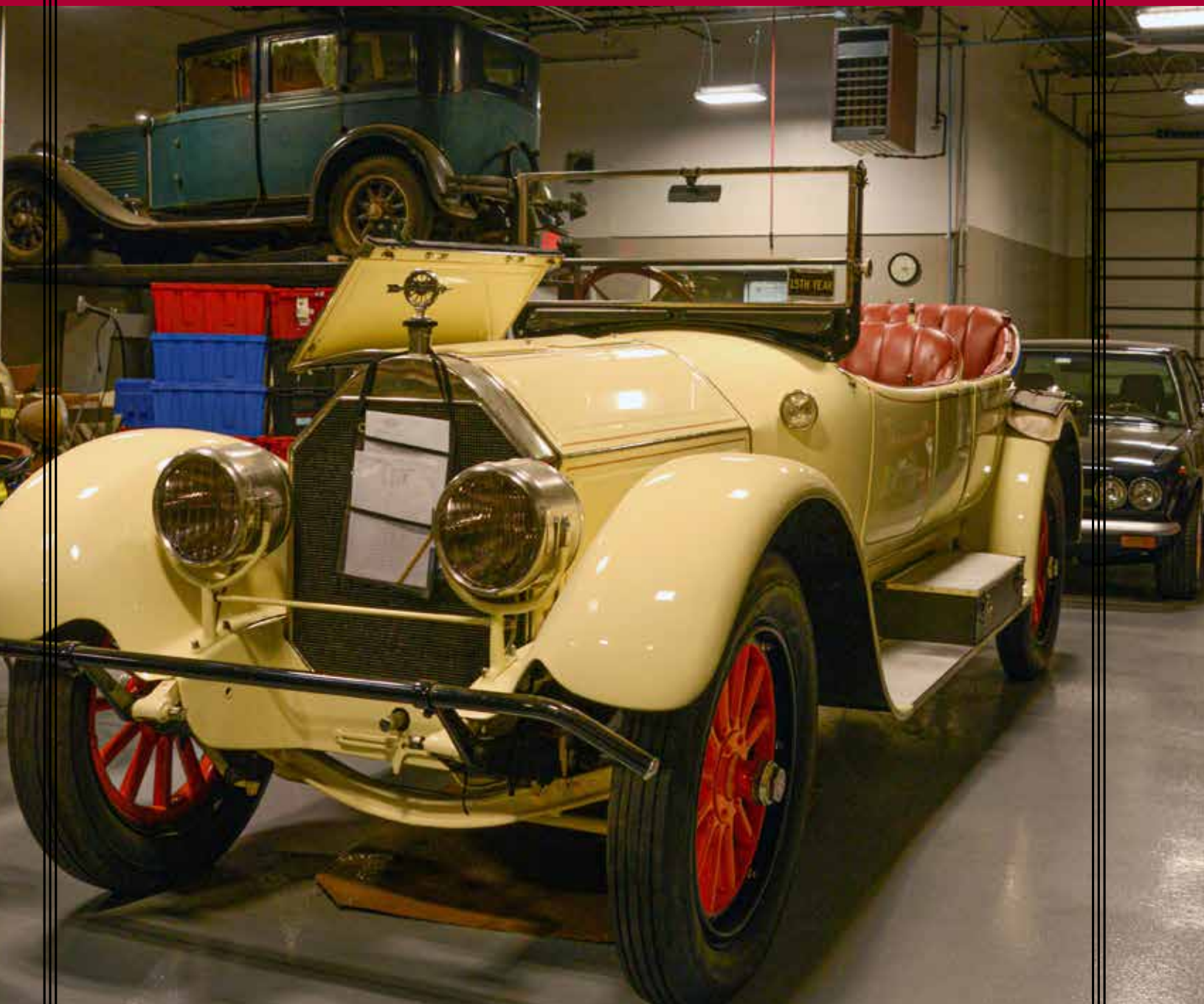


The DASHBOARD

FALL & WINTER 2021



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



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LETTER from the DIRECTOR

Hello All.

It's the time of year when we look back with fond memories of the good things that occur even in the most challenging time. We had several wonderful events including a trip to Garfield farm, two very successful car shows at Geneva Commons, a wonderful combined club picnic with The Packard Club on a beautiful summer day, we toured Jerry Rich's private collection at Rich Harvest Farms, and an exceptional annual dinner, which included a visit from Amelia Earhart in Bob Lederer's private clubhouse and restoration facility wrapped up the year. I'd like to thank all those who helped make this year a successful one for the club. In particular I must add, without the help of Mary Ellen Theilemann, John Rock and Robert Rodriguez, our year would've looked quite different. Well done everyone!

So we turn another page of the calendar and find ourselves about to be in the third year of a global pandemic. Clearly none of us have been spared from the impacts of such a worldwide event. I know most, if not all of us are tired of putting every social activity on the calendar in pencil but I trust in doing so it gives us something good to look forward to. It's with these intentions I am optimistic that even if we are not on the cusp of calling the COVID 19 pandemic over, we will be moving to a place where managing its effects are more predictable and controllable. Now let's talk about what we should all be looking forward to - and that is a calendar filled with opportunities to see and experience new things for the first time and perhaps some old favorites of the past.

As always our GIRCCCA board is eager to work at providing these very special opportunities in the coming months. We have a great combination of new blood as well as some experienced stalwarts to build on our legacy of being one of the top car clubs in the country. It takes a few great ideas and a commitment to continue to achieve these goals. I'm going to take this opportunity in January to renew our desire to hear from you and provide any suggestions or help that you can. Together we look forward to an even better 2022 by sharing our love of cars with the greatest people there are, Classic Car lovers.

CORdially,
Russ

Welcome to our new members:
Mark Obermann and John Hansford



In Memoriam



Charles (Chuck) Sherman Kelley, 81, deceased September 10, 2021 of Leukemia was born on New Year's Eve of 1939. He was married to Judith A. Kelley (deceased April 2019) for 55 years and is survived by four children and several grandchildren. He went to University of Illinois before joining the Army after which he earned his masters of engineering from Bradley University.

Chuck worked for such companies as Victor Gasket, Detroit Diesel, Mohr & Federhaff A.G., using his creative skills to develop multiple inventions and file numerous patents. He worked on real estate development in the 70s which led him to buy a marina in Crystal Lake IL, where he spent countless hours restoring old cars, boats & motorcycles. His ability to fix anything mechanical gave him the term of endearment 'Albert'. He became a Coast Guard 100 Ton certified Captain.

One time President of the Illinois Car Club, Judge at many Concourse Events, a founder of the Barrington Concours, in 2019 he was awarded the longest charter member of the Antique Car Club of America- where he became a member at age 15. As Chuck said his last day "Life is short, get on with it"

He always had a joke, a limerick, a smile and a contagious laugh. Donations in honor of Chuck can be sent to the Leukemia foundation <https://www.lls.org/ways-to-give>, and/or JourneyCare Care Center www.journeycare.org.

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Upcoming Events

NOTE: The pandemic is still up and down and everything still depends on state regulations. Please check with each event committee prior to making any plans to attend any events.

February 25 -27 - Boca Raton Concours d'elegance

March 3 - 6 - Amelia Island Concours d'elegance

May 6 - 8 - Greenbrier Concours d'elegance

June 3 - 5 - CCCA Museum Grand Experience

We are creating an all new experience celebrating American Luxury. We hope the neighboring regions will create a regional event with the Museum as the destination and are engaging with the ACD Museum in Auburn to possibly host the CCCA members from neighboring regions on the Thursday night June 2 with a tour up to our CCCA Museum scheduled for Friday for the weekend.

Carrol Jensen

June 19 - Oak Brook Fathers Day Car Show

July 9 - Copshaholm Concours d'elegance

July 14 - 17 - Keeneland Concours d'elegance

August 21 - Pebble Beach Concours d'elegance

August 27 - September 6 - ACD Festival

September - Concours d'Elegance of America (formerly held at St. John's) will be held at the Detroit Institute of Arts

October 4 - 7 - Elegance at Hershey

Meet our newest Board Member - Jamie Smith



Hi! I'm Jamie. I'd like to tell you a little bit about myself.

I'm a native of west-suburban Chicago. By profession I'm a Montessori Teacher in Chicago.

One of my passions is in all things historical. I enjoy local/localish history quite a bit - which is where my enjoyment of classic cars comes in. I love to see where the cars were made, as well as learn about the history of cars, whether an individual

car or a car type. I'm looking forward to continuing to showcase the many amazing cars that are around.

Fisher Body Craftsman Guild – Napoleon coach model

by Tom Kleinschmidt

The Fisher Body Craftsman's Guild instituted a national model building competition for teenagers. Held from the 1930s through the 1960s, top prizes were college scholarships and the possibility of a career in vehicle design at General Motors.

A personal connection

This is the story of one young man who entered the Fisher Craftsman Guild scholarship contest in 1931 and the model he left behind.

While helping Bruno Kvetinskis, my best friend since the fourth grade and best man at our wedding, prepare his family home of 61 years to be sold, we eventually got to the attic via the pulldown stairway in the garage. Bruno was aware of the crated coach model in the attic as his father had shown it to him and his brother Rodney with great pride in the mid-1960s (when they were around nine and six respectively). The back story of the Fisher Craftsman Guild however, is not as vivid for them. When the crate was extracted, there was no question of its provenance, based on labels on each end and on its contents. In a suitcase of memorabilia, also in the attic, was the certificate confirming contest entry. In various locations around the house there were original photos too!



One of the shipping labels from the crate

Bruno and Rodney's Dad, also named Bruno, was born in Hartshorne, Oklahoma on July 28, 1911. In 1931 he turned 20 years old. Some accounts have the Fisher competition allowing male only contestants to the age of 19, others to age 20. In any case, based on the Guild certificate date of *Second day of July, 1931*, Bruno was 19 when he submitted his model Napoleon Coach. Bruno went on to become a chemist for Universal Oil Products in Des Plaines, IL.

The lid of the crate was held on by only one screw when stored, however there are a series of holes on the crate's perimeter from multiple screws when packed for shipping.

Evidence of a mouse visit was apparent with fortunately no lasting damage. Some of the coaches' parts had self-selected to fall off from glue or leather strap failure. Those are awaiting re-installation. Overall, it is in remarkable condition for a 90-year-old wood, leather, fabric and metal model that went through at least 61 years of heat, high humidity and cold.

Included with the detailed plans to build the coach are also plans to build the shipping crate - the superhero of our preservation story. The Napoleonic coaches' passenger compartment is suspended from the chassis' upward facing curved leaf springs via leather straps. The crate features blocking that lifts the passenger compartment load from the leather straps and a pad on the inside lid that clamps it down, capturing it. The wheel hubs are constrained side to side by blocks. The crate blocking has felt lining to protect the coaches' painted surfaces. This was all done for the coach to survive shipping to the regional and national competitions.

There are remains of five labels on the lid of the crate; four look to be from shipping to and back, with the fifth likely another *fragile* label like the one shown. Enough of one remains to indicate it was probably from the Railway



Looking down into the shipping crate.

Express Agency. The coach made a trip to a regional judging and another to Michigan for the national, based on the quantity of labels.



Coach next to ruler for scale - approximately 18" end to end



Working doors



This close-up of the interior shows the remarkable attention to detail. It looks like an actual coach!

The coach itself sports chassis suspension, four rotating wheels, steering front wheels (as on a child's Radio Flyer wagon), hitches for a team of four horses - the hitch for the front two horses remains in the crate - a rabbit fur carpet in the fully upholstered interior, opening doors, opening door windows via pull straps, fold down stair wells below the doors (the stairs are missing), a cushion for the coachman, a postilion, (the driver or chauffeur in contemporary speech) and a platform for two footmen in the rear. Truly a *Full Classic* of its era! At least it was good enough for Napoleon.

GM's Fleetwood body division in Fleetwood, PA built two full size coaches for Fisher Body before the completion was launched. They were used to create student Guild member model plans and subsequent model starter kits. In 1987 one full size Napoleon coach was in GM headquarters in New York the other at GM in Detroit. Whereabouts now are not known to this author.

The plans were of sufficient detail to build the entire coach from scratch, or participants could opt for a kit of parts. Judging points were lost for coaches using kit parts. To build from scratch required skills in wood working, metal casting - eagles and related parts - sewing, painting and more. One account had a contestant taking a year off from school to build his coach. He invested 2000 hours - a full-time job! (An eight hour per day five-day work week is 2080 hours per year).

The US model competition ran from 1930 to 1968. The Fisher Body logo that inspired the Napoleon Coach and the simplified Traveling Coach for younger contestants in select years were the only models accepted from 1930 to 1937. Starting in 1938 a coach or custom car of the contestant's own design could be entered. The program went on hiatus during World War Two. Postwar, both the coach and car submissions continued until 1948. In 1949 the coaches were dropped.

GM Fisher Body was looking for Craftsmen and Industrial Designers. The focus to industrial design gradually became the primary motive with the likes of Virgil Exner Jr. winning in 1946. GM put the \$5000 scholarship winnings in trust for the student's college to draw from for tuition and books. In 1968 half of the GM design department were alumni of the Fisher Craftsman Guild. Membership of the Guild peaked in the 1950s, rivaling that of the Boy Scouts.

Building a model was not a requirement to be a member of the Guild. Only a very small percentage of Guild members attempted and submitted models. Starting in 1934 members received a periodic magazine called *The Guildsman*, later called *Guild News*. GM tracked their promising students in order to hire them when they graduated. The *FIRST Robotics* program that I was very involved with uses the same model

of getting young people interested in technology careers from kindergarten through high school. The notion of a farm team, guild or apprentice is still valid.

Many of us have seen pictures of coaches or actual ones in museums. It is the rare opportunity to be the custodian, albeit temporary, of a Fisher Napoleon Coach. The detail shared on the program and its successful participants is much richer than that described here. There is a sampling of great information sources listed in the references below.



A proud Bruno Kvetinskas with his Coach in 1931

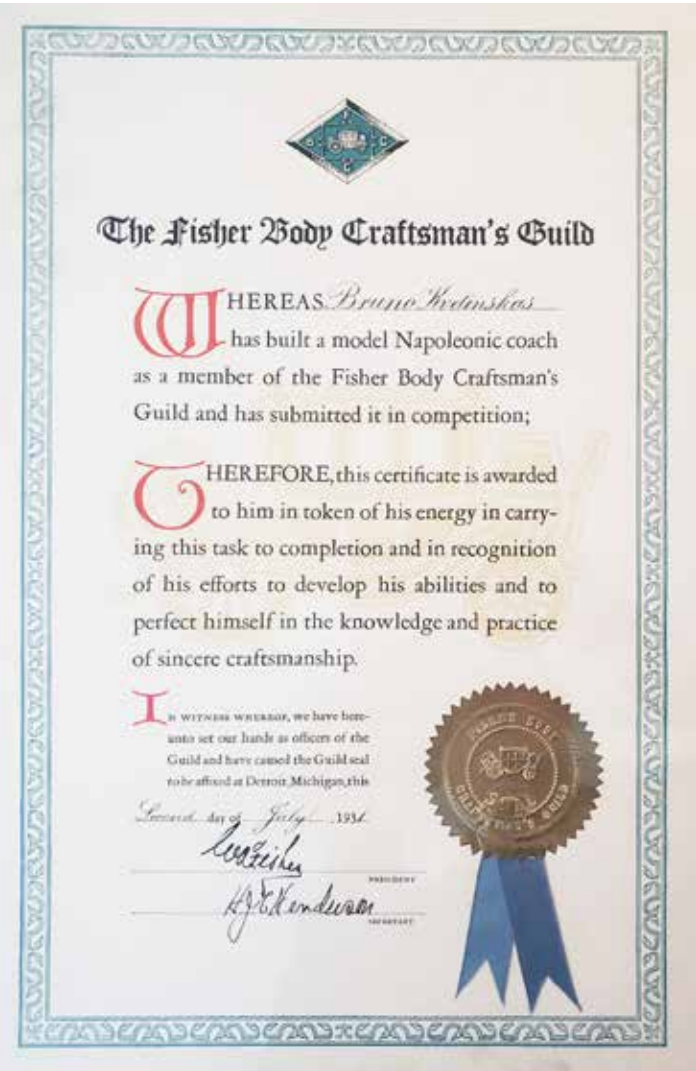
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Additional notes on the Guild

The Napoleonic coach that had served as Fisher Body's logo since 1922 became the cornerstone for the Fisher Body Craftsman's Guild (1930-1968) that was established by the successful Detroit automotive industrialists as a philanthropic project during the Great Depression. The competition invited boys and teenagers ages 11 to 20 from across the country to build miniature model Napoleonic Coaches (1930-1948) in 1/18 scale from plans provided by the Guild. In addition, from 1937 to 1968, winners from that competition and other contestants were asked to design and submit models of their futuristic "dream" car in 1/12 scale. Thousands of dollars in scholarships were awarded to three winners. In 1934, the top prize was a \$5,000 college scholarship, a very valuable prize at the time.

By the 1950s, many young men understood that winning the competition could lead to a career opportunity with a major auto design studio. In the late 50s, the Fisher Body Division employed over 200 Guild graduates in their engineering department; at GM Styling, 35 percent of the stylists were Guild graduates. Ford, Chrysler, independent design studios, and contract body builders like Budd and Murray in Detroit also employed Guild graduates.



Note that the certificate is signed by W (William) A Fisher, President of Fisher body.



Geneva Concours d'elegance

This year's concours was held on August 22nd. As always, when the weather permits, attendance by both participants and car lovers was outstanding.



1936 Auburn Supercharged Phaeton: Biff Behr, Lynne Richman



1934 Duesenberg Cabriolet Town car: Jerry Rich



1933 Buick Convertible Coupe: John & Jeanette Tornquist



1931 Packard Sport Phaeton: Herb Lederer



1936 Rolls Royce Phantom III: Alan and Mary Alyce Blum



1932 Packard 8, 902, Phaeton: Bob & Sheila Joynt

Geneva Concours d'Elegance

GIRCCCA MEMBERS who Received awards at the 2021 Geneva Concours

Jim Manz: 1925 Citroen Torpedo - Carl Benz Class Award

Bill Morris: 1932 Pierce Arrow Club Brougham Carl Benz Class Award

Dave Shadduck: 1906 Ford Runabout - Carl Benz Class award

Jeff Tarter: 1940 Packard Convertible Sedan by Derham Carl Benz Class Award

Bob Lederer: - 1907 International (IHC) Auto Buggy (Touring) - Carl Benz Class Award

Richard Drieaus: 1948 Tucker 4 door sedan - Outstanding Coach Work

Tim Wiggins: 1904 Ford Runabout - Carl Benz Class Award (not pictured)



1915 AutoCar Cookie Truck; David Hansen

AutoCar is the oldest surviving motor vehicle brand in the Western Hemisphere. Started in 1897 as an American specialist manufacturer of severe-duty Class 7 and Class 8 vocational trucks. This truck, on an AutoCar chassis, was made in Chicago in 1915 and was used to deliver cookies for 37 years.



Photos by Gary Gerstner



Summer Tour - Rich Harvest Farms



In July, the club took a highly anticipated tour to Rich Harvest Farms, in Geneva, IL to see the collection of Jerry Rich.

"One of the best collections I've ever seen" was a recurring comment.

After the tour at the Rich collection, the group traveled down to Romeoville for lunch at The White Fence Farm - an iconic restaurant that's been in business since the 1920s. Guests were impressed by the assortment of antiques in the restaurant's collection, which included a couple of antique autos.



Tour Participants: Charles & Joan Falk, Russ Rodriguez, Mary Ellen Thielemann, Bob & Cody Marshal, Gary Gerstner, Steve & Mark East, Mark & Jamie Smith, Ken Muellner, Don Gabriele, Jim Kleinschmidt, Ruben Taylor, John McNabola, Tony Stompanato

Photos by Gary Gerstner



Photo by Kimberley Shadduck

Chassis no. 15568

Owner: Robert and Jackie Lederer

Specifications: Model 48B, Series 4, 92bhp (Dyno), 525 cu. in. inline six-cylinder engine, four-speed manual transmission, live axle suspension with semi-elliptical leaf springs, two-wheel mechanical drum brakes. Wheelbase: 142"

This **1917 Pierce Arrow**, owned by Bob and Jackie Lederer, has quite an interesting history. The original owner was George M. Cohan, who purportedly wrote several verses of "Over There" in this very car. (Its registration date is inconsistent with the widely circulated story however.)

Cohan is an important figure in American theater, as an actor, song and dance man, and songwriter. He was known, while still in his teens, as "The man who owned Broadway". He wrote, produced and starred in Broadway productions. *Little Johnny Jones* in 1904 featured the immortal "Yankee Doodle Boy" and "Give My Regards to Broadway", still both as catchy and memorable as they were when new, as well as when later reprised by James Cagney in the film biography of Cohan, *Yankee Doodle Dandy*, in 1942. His music continues to be played, sung and danced to in popular productions over a century after it was written.

The royalties from "Over There" alone would have paid for this magnificent Pierce-Arrow, the finest and by far the most expensive automobile made in America at the time.

The history of George M. Cohan's Pierce-Arrow is expounded in a 1989 letter from Marc Ralston, President of the Pierce-Arrow Society, to a Dr. Johnson. Referring to the car's fourth owner, H. Drayton Mook, Ralston wrote, "He said Cohan gave the car to his chauffeur [sic] who ran it into the ground and left it in a field in N.J. Sam Alpert of

Madison, N.J. bought (it) and soon sold it to Mook. When Mook got it, it was still original (bad shape)." Alpert and Mook apparently never titled it because when it was next sold to Paul J. Tusek, it was still titled to Alpert. Marc Ralston acquired it from Tusek, later selling it to Dr. Johnson.

In the late 1980s, Dr. Johnson undertook a comprehensive restoration, the outstanding results of which are still evident today. Because of its limited history and early acquisition by dedicated Pierce-Arrow preservationists, its original livery was well known and Dr. Johnson appropriately retained its original colors, a refreshing example of the dramatic colors which Pierce-Arrow clients could specify to make their imposing automobiles stand out from the crowd, particularly on image-conscious Broadway.

A class winner at the Pebble Beach Concours d'Elegance following its restoration, it received new ownership in 1994, joining a renowned collection of large horsepower antique and classic cars, where it received excellent and consistent care by experts. Since joining the seller's collection it has been rewired but is in his words, "all stock and standard." Another ownership has ensued, again with sympathetic caring shown to the Pierce-Arrow in all regards."

"The car has lots of elements that make it very special" Lederer notes, "starting with it being a very sporty 4-Passenger Touring Car. The 'New-York Lamps'

are also distinctive and are appreciated by many like myself, who are not wild about the traditional Pierce-Arrow flared-in headlamps. And, of course, the color combination is very striking and unusual."

Originally it also was specified with, and has had recreated in restoration, a set of "summer covers"; canvas seat covers to protect the leather from the dust of dry summer roads, as well as the occupants' pants from contact with the hot leather. The brakes are internally-expanding foot-operated shoes and external contracting hand-operated bands both operating on the rear drums. It has a center-fill gas tank, dual rear mounted spare tires, and an articulated rear windshield. Of particular interest are the stays incorporated on the lower surface of the top to hold and preserve a gentleman's top hat.

Painted cream with red and tan leather upholstery, red leather interior trim and red wood spoke wheels, this is an imposing, luxurious, and rare example of the quality and performance of Pierce-Arrow automobiles. Pierce-Arrow sixes were, in the teens and twenties, the finest automobiles in America

An excellent tour car, capable of 70-mph, the Lederers took it on a 3200 mile Transcontinental Tour this past Summer.



Door Switches



Photo below by Kimberley Shadduck, taken at Grand Coulee Dam. The other car is Dave and Kimberley Shadduck's Rolls-Royce Silver Ghost. All photos provided



Summer Picnic

by M. Blevins

It was great to have the picnic back this year! The GIR joined with the POC once again to hold a combined picnic. This year, it was in Geneva, IL at the Fabyan Forest Preserve. The preserve is a wonderful place, with enjoyable grounds along the Fox River, a Japanese Garden, historic Villa, and a Windmill to boot. I know those who took time to enjoy any of these were happy that they did.

Weather wise, we couldn't have asked for better! Mother Nature must have known we needed her cooperation - after all, it's been a while. And it provided a wonderful day for a drive - especially for those who brought out their classics and their special rides.

It was wonderful to see everyone, meet some newcomers, and enjoy all the excellent food that was on the tables. It seemed there was a better than usual variety in the selection of dishes that were brought. I don't know about anyone else, but I could have used a bigger plate - everything was delicious!

We even had a birthday to celebrate - and we all sang 'Happy Birthday' to Bob Joynt.



Our awesome co-coordinators:
John Maxson and Bud Schweppe



Grill master extraordinaire: Russ Rodriguez



Mary Ellen Thielemann leads us in singing Happy Birthday





Geneva Commons Halloween Car Show



The club was invited back to the Geneva Commons shopping mall for 'Round Two' - this time around it was a Halloween Experience. Local businesses sponsored this 'Trunk or Treat' event, and GIRCCCA provided the cars. The weather was terrific, which was welcome by everyone. The kids got to enjoy themselves and the car owners didn't need plastic.

There were lots of great costumes and plenty of smiles - and not just on the kids! It was fun to see the adults getting into it, too.



Gary Jensen and Barb "Dorothy" Siegfried manned the hospitality room



Wayne Jorgensen and Paul Safransky let the kids (and their parents) sit in the car - now that was a real treat!



Commercial sponsors went all out to decorate their cars! The line of trunk-or-treaters extended the length of the parking lot.



Celebrity car K.I.T.T. from the Knight Rider TV show was there. That's some dashboard!



Gary Gerstner takes a time out from shooting photos to pose with his creepy car - complete with a huge jumping spider in the back.

Photos by M Blevins and Gary Gerstner



Annual Dinner

This year Bob and Jackie Lederer opened up their space for our Annual Dinner. What a treat! Guests got to wander throughout the collection going into the various shop areas at will. They have some fabulous cars, their preference for 'brassies' was apparent, but they had many other fine automobiles as well. It's a great collection!

It really was a wonderful gathering. As I'm sure everyone is aware, we did not have our annual dinner last year, so it was especially nice to be able to see everyone and catch up, sharing news, and just having conversations.

Brant did a great job of manning the bar and taking care of everyone's drink requests. A nice buffet dinner was enjoyed and then it was time to gather for the speaker presentation.

Leslie Goddard entertained us as Amelia Earhart, giving her impressions of learning to fly and taking us through her career. After that, she took off her goggles and her aviator's cap and gave a second presentation - this time on Rt. 66. I'm not sure which I enjoyed more - they were both quite interesting.

There was even a parting gift for all participants as we headed for our cars and the drive back home. A great wrap-up to the year!



Thank you Jackie and Bob!



Annual Dinner



If You're NEAR...

by Charles Falk

...**Washington, D. C.**, and are an automobile enthusiast, make your way to the Smithsonian Institution and look at its car collection. Located within the National Museum of American History (NMAH), it is one of 17 museums, galleries, and a zoo that, collectively, are known as the Smithsonian Institution. The NMAH is located adjacent to the Washington Mall and close to Metro stops.

For professional reasons, I traveled to D.C. many times but the frequency increased after a son began working in the district and he and his family lived in the D.C. suburbs. On most of these trips we took in as many of the area's sites, historical artifacts, and attractions as was possible. One of these sight-seeing adventures took us to the NMAH—where my aim was to see its car collection. An automotive writer once asserted that "...few people knew that the Smithsonian had a car collection." Well, until a few years ago, I did not know it either; and it is likely some readers are now learning it for the first time.



The NMAH, with 300,000 square feet of exhibit space, embraces, and through objects, illustrations, displays, and installations, tells the story of the evolution of many dimensions of social life in America since the nation was founded. Developments in the broad area of "transportation" is one of the many aspects of American History it describes - through a large exhibition called "America in Motion" in the Transportation Hall in its East Wing.

The museum defines what it aims to show in that exhibit: "This major exhibition examines how transportation - from 1876 to 1999 - has shaped our American identity from a mostly rural nation into a major economic power, forged a sense of national unity, delivered consumer abundance, and encouraged a degree of social and economic mobility unlike that of any other nation of the world.

Arranged chronologically through 19 sections, historical moments explored include the coming of the railroad to

a California town in 1876, the role of the streetcar and the automobile in creating suburbs outside of cities, and the transformation of a U.S. port with the introduction of containerized shipping in the 1960's."

The dominant theme of the exhibit is *change*: First, the invention, and then the evolution of transportation systems and their modalities are displayed and explained. Second, illustrations show how these developments have changed or otherwise affected our society.

On passing through the entry to this hall, one may expect to see a wide variety of transportation devices: sailing ships, steamships, engine-driven boats; steam and diesel-powered trains; streetcars and trams; aircraft and spacecraft; bicycles, motorcycles, automobiles, trailers, buses, trucks, and more.



About the Car Collection

When it comes to agents of change, or things that have kept "America on the Move," the automobile and commercial motor transport industry have certainly been that. Despite this, I will tell you at the outset, that the Smithsonian car collection is not your "typical" car museum. It is a museum with a small car collection.

When I saw the museum's collection a few years ago, I fully expected to see a large, diverse array of iconic cars and I hoped to also see many cars that would have been new

to my experience. After all, this was "The Smithsonian" - one of the greatest museums in the world. It is also the home of the huge and fabulous Air and Space Museum which, with campuses on the Washington Mall and near Dulles Airport, had "knocked my socks off". But what I found was a pitifully small group of fifteen cars on display. Later, I discovered the varied reasons why



this small group of cars was important and appealing. The Smithsonian collection includes few bright, shiny, "dream boats." Among the vintage cars on display, few, if any, are the big, spectacular classic automobiles from the '20s through the '40's. And little is seen of muscle cars or of the pricey "supercars" of the 2000's which are admired by today's younger set.

As for numbers, today the NMAH owns about 73 cars. Counting trucks, buses, and motorcycles, the museum has just 217 vehicles altogether. Although the museum is large, the space devoted to the car exhibit is modest; only about fifteen cars are on display within it at any one time.

During my visit, I was informed that museum curators were following somewhat of a theme that determines what cars are chosen for collection and exhibition. That theme is that these cars had broken some barriers, perhaps by setting new standards for vehicle design stemming from innovation in technologies, materials, manufacturing techniques or other engineering advances or design philosophies.



I subsequently read a quote about the collections from Roger White, NMAH Curator and road transportation specialist, who explained things a little differently. "Every vehicle here has to do triple duty, representing some important turning point in design, manufacturing, or social history, and say something about the person who owned it."

So what you have in this collection are vehicles that are symbols of ways that transportation advances changed our nation's society (and the nation's economy). Here are a few examples of these changes connected to the automobile.

- Where and how we live – facilitating an urban to suburban shift in housing; changing the character of rural communities which came closer to more urban centers when new transportation options evolved.
- Job creation - new and different jobs created by advances in the transportation sector; where jobs were located and how workers got to those jobs.
- Job-creating expansion in many basic industries like construction, steel, glass making, and petro-chemicals.
- Expansion of existing transportation facilities and the

creation of new ones - roads & bridges, rail, port, bus, and air terminal facilities construction - all built to accommodate new transportation options.

- An explosion of personal travel and recreational options made available by changes in the transportation sector - think water, rail, bus, motorcycle, air tours and cruises, RV's and campers, motels/hotels/tourist motor courts, station wagons, mini-vans, SUV's, personal air and watercraft, and such things as resorts, theme and water parks, camping and campgrounds, taxis and, of course, the personal automobile.
- Where and how people eat - roadside diners, fast food franchises like McDonald's; the "meals to go" concept; and meals served on board buses, trains, boats, and planes.
- New kinds of businesses that were formed to supply driver's needs; Gas stations, tire shops, garages, auto parts stores, towing companies, and parking facilities.

Described below is a sampling of vehicles and exhibits that prompted the societal changes the museum has identified.

--The museum's **1860's Roper "steam velocipede"** is referenced in the exhibit to assure that visitors know that "the internal combustion-engine vehicle was not the first self-propelled vehicle to travel the public roads. Long before the first Daimler, Benz, or Duryea gasoline engine-powered automobiles - steam wagons of various forms were built."

--An **1894 Balzer** automobile gets space because it is the oldest of the earlier gasoline engine vehicles owned by it.

--The **1893-94 Duryea Automobile** is on exhibit as portraying one of the earliest of the American-made automobiles. Frank Duryea started things by placing a one-cylinder, four-cycle, four-horsepower, water-cooled engine on a second-hand carriage and took the contraption on a road test.

Later, Frank and his brother, Charles, founded the Duryea Motor Wagon Company in Boston, where it became the first American Company to manufacture and sell automobiles.

--A **1903 Winton Touring Car** is the subject of a major display because it celebrates a signal achievement illustrating that those new-fangled autos were not "playthings." A pair of drivers and their dog reportedly made the first trans-continental road trip in it at a time when roads were non-existent outside of urban areas. The journey took 64 days. The Cleveland-made Winton had about a 20 hp engine and chain drive. Winton ceased manufacture in 1924.

--**1904 Columbia Electric Runabout** is included to display evidence of some of the earliest efforts to harness electricity as the power source for automobiles.

--A **1912 Simplex '50'** illustrates the vagaries of success in automobile manufacturing. If the makers of many marques, including some exceptionally fine cars, did not find broad acceptance among consumers, they went out of business. Others, like Ford, Chevrolet, Cadillac, and Chrysler, that were among the early entrants, are still around. The Simplex

is one of the good cars that did not make it. Museum curators assert that any fine collector car collector, if asked to choose which car in the Smithsonian Collection they would like to own, “would name the Simplex. With the Mercer Raceabout and the Stutz Bearcat, the Simplex Speed Car is the most sought after of early automobiles. It represents all that is grand in the car of the brassbound era: a truly mighty engine, and beautiful, clean lines.” Later Simplex models are considered “Classics.”

--The collection’s **1926 Ford Model T Roadster**, built between 1908 and 1927, is on display because of its undeniable influence upon society. Museum Curators noted that “the Ford Model T’s reliability and relatively low price enticed more than 15 million Americans to buy an automobile...The mass-produced Model T helped make America a nation of drivers.”

--**1929 Model A Ford Roadster** is a hot rod which is part of the collection because it included a beefed up engine and other components that were later widely used as the hot rod craze spread from California to the rest of the country. It was also driven by Elvis Presley in the 1957 movie “Loving You.” It is very cool!

--A somewhat over-burdened **1929 Oakland Sedan** is used as a symbol of part of the life story of country music singer, Merle Haggard and is also intended as a symbol of the writings of John Steinbeck which are used to dramatize the museum’s “Route 66” exhibit. That exhibit underscores the importance of major highways constructed in response to the ubiquity and importance of passenger and commercial vehicles. Though not the longest or most heavily traveled road, the fully paved Route 66 (built from 1926 through the 1930’s) did attain mythic qualities in the minds of many (including Steinbeck, who called it “The Mother Road” in his book the *Grapes of Wrath*.) The qualities came about because of the hope people had that the road was the path for a new life for Depression-Era migrants from the Midwest - where the road began in Chicago to its end point in Santa Monica, CA.



Merle Haggard’s family were such migrants when they left Chouteau, OK in 1935 and ended up in Bakersfield, CA. Merle chronicled their adventure on Route 66 in some of his songs. Interestingly, Merle was born in Bakersfield *after* the family’s arrival. The museum has an original patch of Route 66 pavement in the exhibit taken from a spot in Oklahoma. --A **1948 Tucker** (reported to be #39 of the 51 built) represents many technical and design innovations. Among innovations cited was the design engineers’ efforts to build safety features into the car not commonly offered at the time.

--A Dynaflow transmission-equipped **1950 Buick Sedan** is on display as an example of cars of that time which offered power and luxury at an affordable price to the middle classes. --The collection’s **1955 Ford Country Squire** station wagon with the then popular faux wood trim (a “must have”) for suburban families of the ‘50’s thru the 70’s, is offered as the “ideal” vacation vehicle of the time - especially with a camper trailer hitched to it.

--A mint **1965 Ford Mustang Coupe**, assembled in 1964 during Mustang’s first year of production was donated after its original owner drove it for 40 years. Its place in the collection was earned because curators felt it was... "the first mass produced, moderately priced sports car... an instant hit...and showed that image and emotion could sell cars."

--A maroon **1967 Pontiac Grand Prix** convertible is in the collection because its long-distance driving history illustrates advancements in the durability and reliability of the American-made car. Its owner kept the car for 32 years and drove it 150,000 miles over 49 states while visiting 251 National Parks, monuments, and memorials.

--Rocker Chuck Berry’s red **1973 Cadillac Eldorado** Celebrity ownership makes it appealing but Mr. Berry made references to the car in song where he wrote that having the car gave him “feelings of freedom” and ability to freely travel across the country whenever he chose. Liberation for many is truly one of the great societal changes made possible by the automobile. (This vehicle is now on display at the Smithsonian’s National Museum of African American History and Culture.)

--A **1977 Honda** has been chosen as an example of the foreign-made vehicles that prompted up-ending of the dominance of American manufacturers in making cars sold in the U.S; a precursor of job losses and factory closings and of the arrival of new automobile manufacturing factories (primarily in the South) owned and operated by Asian and European firms

--A **1997 General Motors EV1** found its way into the museum for being among the first modern American automobiles that drew attention to the possibilities of innovation - and forced technological changes to reduce pollution and conserve oil consumption. 1117 EV1’s were built and sold, mostly in California, Arizona and New Mexico between 1966 and 1969. Not much happened after that until about 2008 when battery powered cars began to

take hold. By 2014, about 100,000 such cars were on the road in California. These “baby steps” led to where we are today with millions of Priuses, Tesla, and other brands of cars and with GM, Ford, Mercedes, and other manufacturers promising to go “all EV” within the next decade or so.

As for cars of “The Classic Era,” (as defined by the Classic Car Club of America) the only marques on that list that show up in the Smithsonian’s inventory are a 1932 Packard Phaeton and a 1929 Cunningham, neither of which is currently on display.

What Lies Ahead for the Museum and its Car Collection?

Currently much of the Smithsonian’s car collection not on exhibit sits under covers in distant obscure garages. Whether expansion or exhibit rotation will bring them into view is an open question. Curator White has written that cars have little respect among the leaders in the museum community and that there is little support for expansion, or for offering any greater emphasis on the car collection, within the Smithsonian. The most likely change will come about if and as consumers accept, and manufacturers make, the shift to producing more battery-driven or other alternative power source vehicles and they become the norm.

The “Other Stuff” to be Seen

As noted earlier, the museum’s exhibition is about transportation, not just automobiles, so there is a multitude of objects and exhibits having nothing to do with cars, that are well worth seeing. There are also many items related to automobiles in one way or another. Here is a sampling. --an exhibit of a 1920’s-1930’s automobile lubrication and repair garage. These were especially important assets to drivers when communities lacked dealerships or where a dealer simply sold cars and did not have a service garage. --an example from the museum’s collection of race cars. --a collection of scale model cars; many of the type dealers used to give to customers and prospective customers --a collection of small pedal cars built for children --examples of early travel trailers --a collection of vintage bicycles, a 1942 Harley-Davidson motorcycle, and a 1945 Cushman Motor Scooter --multiple, mass transportation vehicles, including an elevated rail line car and a city bus from what is now the Chicago CTA. --a collection of objects from decades of work on auto-safety innovations, and a somewhat related collection of devices and systems that allowed individuals to drive automobiles despite their physical limitations. Many are quite clever.

The “Bottom Line”

If one is only interested in cars, especially flashy, powerful, classic, and exotic ones, they will feel unfulfilled by an NMAH visit. However, if one is interested in broader areas of transportation, which would involve both cars and other types of vehicles and displays elsewhere in the

transportation wing, where the "America on the Move” exhibit is located, they will be very satisfied that they made the effort to see this museum. Leaving the Transportation Wing to see other parts of the building will bring pleasant surprises as well.

Cost: Free (Tickets *may* be needed during the COVID era.) **Location:** 1300 Constitution Avenue N.W. (On the National Mall) Washington, D. C. 20560

Hours: Check ahead. Museum access has been negatively affected during COVID and other virus-related scares.

Parking and public transportation: Good access by public transportation. Private parking options are limited and expensive. Public parking in the nearby Reagan Building is more reasonable.

Phone: 602-663-1000

E-mail: amhistory.si.edu/OnTheMove

Food Service: Several options in the museum and within walking distance.

Gift Shop: Yes

Handicap Accessibility: Excellent.

Time Commitment: About 60 minutes for the car/truck/ motorcycle collection; about another hour for the remainder of the Transportation Hall exhibits; and a half-day or more to view the entire museum.



Photo credits: Scott K. Falk

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

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

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from the Rumble Seat ... the editor's page

2021 is history. What will 2022 bring? My wish for us all is that it brings only good things. Better things than the last two years have given us.

All in all 2021 wasn't too bad. We got to do some socializing, have family get-togethers, and resume at least a little bit of our former lives. For this club that meant a couple of tours, a picnic, and our annual dinner - all so thoroughly enjoyed by those who participated. And I have to add - it was great to see you all!

The Board will do some planning shortly and will keep you abreast of a new event calendar just as soon as it is completed. I am looking forward to it as I'm sure the rest of you are as well.

This issue ended up being a sort of review of the second half of the year. I tried to get as many members in there as I could. I sincerely hope I didn't miss anyone.

I was particularly intrigued by that article on the Fisher Body Coach Contests. What a wonderful thing it was to award a yearly scholarship to encourage boys to follow their skills in design and engineering. Too bad they didn't include girls! It was really impressive to read how many of their own designers and engineers had come out of that program. I wonder if there is anything similar today. I know there are all kinds of scholarships out there, but do any of the major corporations encourage participation in their fields of expertise? To look for the brightest and the best who might someday join their ranks? To give financial help to those who couldn't otherwise compete? How many lives were changed because of that help, or because of that encouragement? We all could use encouragement, no matter what our age or our station in life. A little encouragement can go a long way towards helping someone not give up. And if one doesn't give up, what might that person attain?

If we're going to make New Year Resolutions, maybe that could be one of them. Encouragement. And not just for others. Sometimes we need to encourage ourselves, even if no one else does.

So get on out there! Have a wonderful 2022! May you be in good running to enjoy the year with nary a breakdown!



Maureen

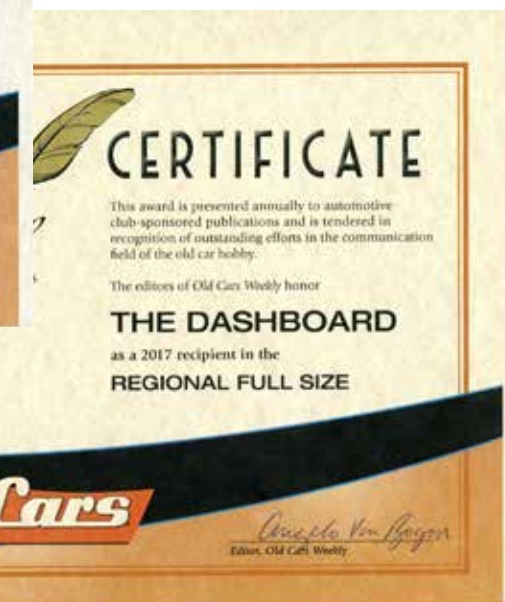
p.s. I hope you enjoyed this issue of the Dashboard!

Call for Stories and Ideas

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

And if anyone is interested in contributing a regular column please contact me. I would like to add a regular column on some aspect of restoring or keeping up your Classic... could be Technical, Restoration, Paints and Finishes related, or ??? Maybe you do auto cartoons, or crosswords. I am open to ideas. Let's talk!

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





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