

The DASHBOARD

SUMMER 2021



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



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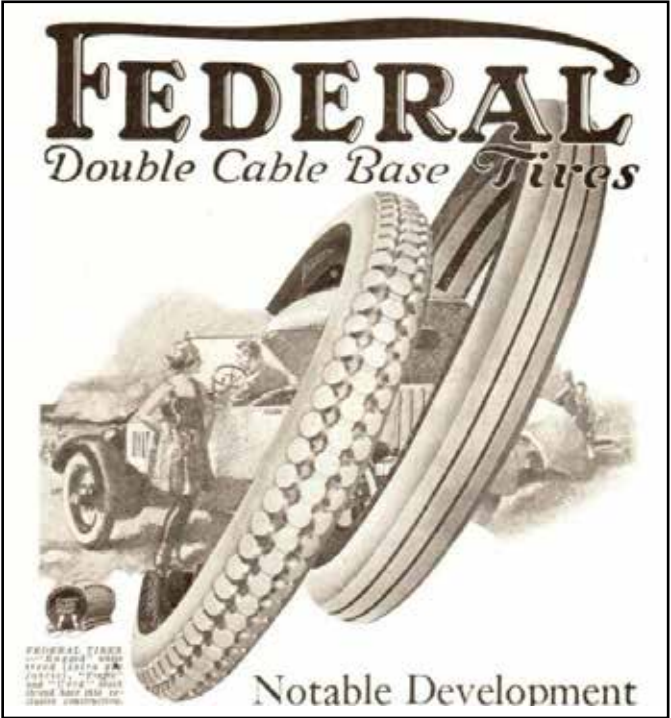
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LETTER from the DIRECTOR

Hello fellow club members.

Well we are now in the third quarter of what seems to be an ever-changing world. We entered 2021 with high hopes and expectations that a return to normal would be soon approaching. The cancellation of the Oakbrook Father's Day show served as a reminder we're not quite there yet. That wasn't to say we couldn't find other ways to enjoy our hobby and do it practicing safety and responsibility with one another.

I am thrilled to share with you all that our new Geneva Commons show was a tremendous success. Not only were we happy to see many old faces, we got an opportunity to welcome some new faces into our chapter. To say we did this while competing against some of the worst weather conditions a car show has ever seen is a testament to the grit of our wonderful club members. We followed this up with a well attended combined club picnic with the Packard club on the beautiful banks of the Fox River. The Fabyan Villa site proved to be a winner, having everything you can ask for. Soon after that, we had our delayed spring tour featuring Rich Harvest Farms. For those who attended, we were treated to a rare peek at one of the area's most eclectic collections of rare cars anywhere. We were so lucky to have members with the connections to make this happen. We are a better club because of it.

August proved to be a winning month for many of our members. The return of the Pebble Beach Concours d'Elegance saw three members bring home the most prestigious awards. We will share more of their stories in this issue. A tip of the hat and heartfelt congrats go to Dennis & Tim Heywood, Robert Lederer and The Richard Driehaus collection represented by Stephen Murphy. Have you started on your next award winning car yet?

Many of you were invited to the Geneva Concours and enjoyed a beautiful day talking cars with some old and new friends. These events take a tremendous amount of work and we must remember to thank those who give so much for the pleasure of all.

We have been invited to round II of the Geneva Commons Car Show experience Halloween weekend (October 30). Once again this will be an invite only show but I will open this up first to our members for anyone expressing an interest in attending a three hour show on Saturday, October 30th. I would love to hear from you.

I'd also like to call attention to a transition of sorts as we step away from Jim De Bickero's car stories to fellow member Chuck Kelley's. I think you'll find it amusing to say the least. Thank you Robert for keeping us enlightened and entertained in another installment in preserving our past.

I know I'm looking forward to putting a bow on the year with our annual dinner. Not only will you be treated to an amazing collection of cars, but our guest speaker will be Amelia Earhart (actress) talking cars. You won't want to miss this.

As we look ahead I know that we will continue to find old ways along with new to create experiences and events to showcase our cars and bring like-minded people together. Thank you for continuing to have the trust in your board to be able to provide these opportunities.

CORDially,
Russ

Welcome to our new members:

Bjorn Ullevik, John Kennedy, Bob Marshall, Jennifer Malpass

You might notice that this issue is a little thicker than the past few have been. That's because we are now back to the number of pages we had pre-covid. That's great news! There wasn't even room in this issue to cover all of our recent events, so look for that to come in the winter issue.



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Upcoming Events

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

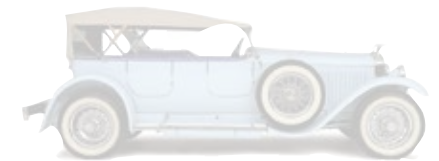
October 6 - 9 AACA Fall Event at Hershey

October - GIR/AACA Fall Tour Details TBA

October 30 - Halloween Experience For All - 11 am-2 pm
Geneva Commons car show

November 14: Annual Dinner - SAVE THE DATE
Details TBA

December 3 - 5 - Gasparilla Concours d'elegance
Tampa, FL



Congratulations

Board member Kelsey Bell welcomed the newest member to the family, "Miles Bell" on June 28. The family is doing well and looking forward to their first 4 wheel adventure.



In Memoriam

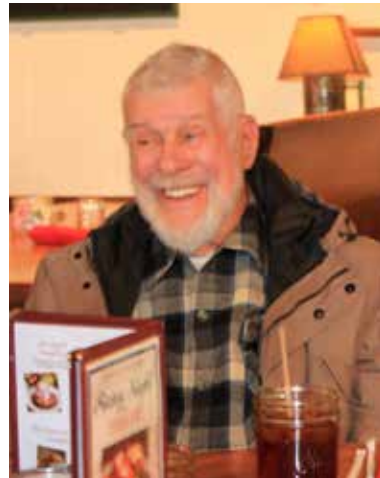
It is with deep sorrow that we report the passing of two of our long time members. They will long be remembered as a pair of classics for their smiling faces and all that they contributed to this club over the years. Our heartfelt condolences go out to their families.



Bill Hexamer, 86, of Washington, IL, passed away peacefully on June 23, 2021. He is survived by his wife, Virginia; two daughters, his stepchildren, 11 grandchildren; two brothers, and numerous other family members. Bill served in the US Army from 1953 –

1955, then worked for Caterpillar for 43 years.

Bill lived a full life, spending many years living in Africa, Europe, and the Middle East. However, his heart was always with his hometown of Washington, IL. He was also passionate about classic cars; owning his own extensive collection. A joy to be around, He was a lively storyteller and always ready to share a witty joke.



Art Swanson passed away on June 6, 2021. Art was a member of numerous Auto-mobile Clubs including the Cadillac Club, the Classic Car Club of America, and was a longtime member of the Illinois Region AACA.

He was very active in the Illinois Region of the CCCA, serving as President of the Region in 1998 and 1999. He and his lovely wife Marge received the Richard C. Litchfield Memorial award for Sportsmanship in 1999.



The Klairmont Collections team announces the passing of founder, Larry M. Klairmont. Larry had many accomplishments throughout his life. As a decorated Marine and WWII veteran, Larry returned from the war, started a family, and became a very successful businessman, namely as the President of Imperial Realty. Together with his fiancé, Joyce Oberlander, Larry created Klairmont Collections, a 350 car automobile museum. Larry's passion for collecting rare and historic vehicles will not be lost. Klairmont Collections will continue on as a not-for-profit museum and Larry's legacy will live on, educating the next generation of youth to the significance that automobiles have played throughout history. Larry M. Klairmont, 94, passed away peacefully on July 18th. An autumn celebration of life-memorial service is being planned.

Introducing

*We're all in this club because of a common interest - our shared love of fine automobiles. But we all have a life outside the garage, too. It's fun to get to know a little bit more about one another by sharing our passions, our hobbies, or our talents. This month, meet **Jim Kleinschmidt**.*

Jim and his wife Linda have been in the club for a number of years. Jim's other passion is model trains!

I belong to the Train Collectors Association National and the Midwest Division. I am currently the Vice President of the division.

Our division is a small group called the TCA Midwest Division Modular Group. I am one of the founding members of the group. I have been Chairman since it was formed in 1996.

We generally set up the modular layout about 6 to 8 times a year - at the Roselle Library the first weekend in November and at TrainFest at the Milwaukee Fairgrounds, also in November, at St Charles library in January or February & Lions Township High School in March. Operation North Pole, for terminally ill and long term illness kids and their families, is our club Christmas meet. Since we have not been able to set up the modular layout due to covid, I set up a layout on the floor of our living room and dining room.

There is approximately 100 linear feet of track laid on



the floor. We have no pets to disturb it but it is a challenge to vacuum around it.

Linda is not as much a train buff as I am but enjoys them and has her own trains. I bought her the Lionel reissue of the Girls train. It has a pink engine and pastel colored cars. She commandeered my Reading steam engine when she bought passenger cars for it. She also has a Christmas train.

My Dad got me started with train collecting and operating back in the early 60s when we lived in Niles IL. He would set them up under the Christmas tree.

The age of the trains I'm running range from the 1980s to the present but I do have trains that go back to before WWII.

Dad gave me the trains he had as a kid. The first train he got when he was 3. He was given trains or an accessory for Christmas just about every year after that until WWII broke out. He gave me my first train about 1965. It was an "N" gauge die cast train made in England. We set it up on the kitchen table when he gave it to me. I still have it.

At left is a Setup from a 2016 show at Harper College



My floor layout. I call it Carpet Central. This is "O" gauge. The red and white engine is our new Corvette train. The blue and cream colored train is the Jersey Central BlueComet. The next one is a New York Central steam engine pulling freight cars. The two tone green train is the Illinois Central Green Diamond.

Spring Tour

by M. Blevins



Our first tour in over a year was a success. And it was so welcome. It was nice to see people again, be able to shake hands or give hugs, sit together at dinner and catch up!

The tour started with everyone meeting at Garfield Farm Museum, in Campton Hills, about 5 miles west of Geneva, IL. A 370 acre historically intact 1840s prairie farmstead and inn. Farms like this produced the crops that made Chicago the world's largest grain port by 1850. Timothy and Harriet Garfield and their 8 children purchased a plot of land, expanding their home as time went on to put up the Teamsters hauling that grain and other freight (for 37 cents per night).

The 3 story 1846 brick Inn has a frame addition that contains the kitchens. The horse barn has been restored and the oldest barn is awaiting restoration, as is the dairy barn.

The costumed guides walked us through the house and the outbuildings, giving us a good summation of what life was like when the farm served as an Inn.

Go to www.garfieldfarm.org or call 630-584-8485 to find out more about the site and their hours of operation. It is an interesting place and well worth the visit.

After touring the house we had some time to wander the grounds and view the historic barns before we proceeded on a leisurely drive to our next stop - RTM Restoration, in Elgin.



Thanks to Russ Rodriguez and Mary Ellen Thielemann for putting together a great day.

Opposite page: Our knowledgeable tour guides were dressed in period costume. Top to Bottom: Jerry Johnson, David Bauer, Joseph Coleman. Below: The group gathers for a photo (below) by Gary Gerstner. It was a treat to see everyone and their awesome cars, too!



It was a pleasant drive over to RTM where our gracious hosts Paul Knowlton (right) and Scott Beaver (far right) greeted us and made us feel welcome as they walked us through the shop. They recounted details and stories about the jobs currently in progress and then we were taken to the storage area to see Knowlton's private collection. Paul and Scott again narrated us through the collection, where there was, as usual, conversation regarding "Which one is your favorite?"



Jamie Smith did the entire tour in the rumble seat of Mark's Packard, drawing lots of attention I'm sure, as they drove through the streets of Elgin.



On Tour: Mark, Nancy & Jamie Smith, John, Jessica, & Sunshine McNabola and guest Bella, Bud Schweppe, Helen Smiles, Pegg & Jeff Herimann, Ed Villwock, John & Barbara Weiser, Carl Turano, Cathy Maltese, Humberto & Bibiana Garcia, Russ Rodriguez, Mary Ellen Thielemann, Jim & Linda Kleinschmidt, Charles & Joan Falk, John & Karen Rock, Chris Schurrer, Dan & Darlene Sobczyk, Maureen Blevins



Two of the cars currently in the shop (above and left) undergoing R & R - Repair and Restoration. That red paint job is one of the best I've ever seen! Below - Three in the private collection. RTM photos by Charles Falk



Our final stop of the day was Al's Creamery in Elgin for lunch and ice cream! We sat at tables outside, under a tent while a street musician played nearby. It felt wonderful to feel 'normal' again. Lunch was great, the ice cream even better! Bottom Line - A good time was had by all!



Linda Kleinschmidt - Poster Girl for Ice Cream



Geneva Commons Car Show

by M. Blevins

Sadly, the powers that be at Oakbrook Center did not feel comfortable going ahead with the annual Fathers Day Show for the second year in a row. But there is always a 'plan B'. The club put on a mall show at the Geneva Commons Shopping Mall on Randall Road on Saturday, June 26th. The weather however, did not cooperate at all that day and we got rained on! Over and over.

Thank you to all the brave souls who turned out for it anyway! A few cars got unloaded a little late, and one or two didn't get out of the trailer at all but for the most part there was a pretty good turn out and eventually the sun did shine - well, at least it stopped raining. GIRCCCA members and invitees brought along plenty of plastic, umbrellas, and despite the rain, their smiles!



Waiting for a break in the rain to unload.



Russ Rodriguez keeps thing running via cell phone.



The show must go on! The mall marquee calls one and all to the show.



Plastic on, plastic off, plastic on, plastic off, plastic...



1952 Lagonda(nc) - Paul Knowlton



1958 RR Silver Cloud Limo (nc) - Russ Rodriguez



This Kaiser Darrin (nc) comes off the trailer and one by one, the cars start to get in place.



1931 Duesenberg Model J - Pete Todo



1931 Cadillac V16 - Dennis Sobieski



1931 Studebaker President - Russ Rodriguez



1932 Pierce Arrow - Bill & Wilma Morris



1931 Packard 5 passenger Coupe - Alan Blum



1936 Packard - John McNabola



Mike Pavlak 's 1934 Packard and Mark Smith's 1930 Packard



John Rock wipes down his 1931 RR Phantom - finally.



1955 Pontiac Star Chief Safari 2 dr Wagon(nc) - Bill & Gretchen Schrader



1961 Chrysler New Yorker (nc) - Frank Troost



1950 Hudson Commodore (nc)- Ron Pitman



1959 Jaguar XK150S (nc) - Bob & Shelia Joynt



1953 Kaiser Manhattan (nc) - Rob Borman



1962 Studebaker Gran Turismo Hawk (nc)- Chuck Kelley



1966 AMC Ambassador (nc) - Dan & Darlene Sobczyk
Dan bought this car because he loved the houndstooth interior!



1947 Chrysler New Yorker - Ed Villwock
photos this page by Gary Gerstner



It takes a lot of help to put on a successful show. Sheila Joynt and Patt Barrett (above) man the check-in. At right Gary Gerstner was busy taking photos of every car in the show.

I think the busiest person at the show was Mary Ellen Thielemann. She not only pushed cars, she wiped them down, helped cover them up, uncover them, moved chairs, managed to catch the Blums having a dance when the rain stopped, and who knows what else - all while getting completely soaked. And she still had a smile at the end of the day.



The Revolutionary Swing Orchestra



Dennis Terdy's 1952 Crosley (nc) Wagon needed a little push to start. Mary Ellen gets behind it.



There was a car to suit everyone's taste at the show! Here's the list of the cars and their owners who braved the elements.

Lee Abrahams - 1954 Kaiser Darin
Chuck Albanese - 1960 Chevy Impala
Alan Blum - 1931 Packard
5 passenger Coupe
Rob Borman - 1953 Kaiser Manhattan
Nick Carso - 1973 DeTomaso Pantera
Roberto deHuelbles Jr - 1966 Olds Toronado
Chuck Derer - 1991 Cadillac
Anthony DiTusa - 1959 Cadillac
Don Edelstein - 2018 Dodge Demon
E. Elliot - 1971 Plymouth Barracuda
Dave Enger - 2006 Lamborghini Gallardo
Humberto Garcia - 1972 Lincoln Mark IV
Gary Gerstner - 1967 Chevy Chevelle
George Hansen - 1959 Pontiac Bonneville
Bob & Shelia Joynt - 1959 Jaguar XK150S
Chuck Kelley - 1962 Studebaker
Gran Turismo Hawk

Paul Knowlton - 1952 Lagonda
Gus Levisay - 1926 Pierce Arrow
1601 Coupe
Doug Lila - 2017 Chevy Camaro SS
Bob Marshal - 2018 Ford Shelby GT500
John McNabola - 1936 Packard
Rich McMahan - 2016 Mercedes
Bill & Wilma Morris - 1932 Pierce Arrow
54 Club Brougham
Bill Nuccio - 2017 Lotus Evora 2+2
Mike Pavlak - 1934 Packard Super 8
Ron Pitman - 1950 Hudson Commodore
Rod Radzak - 1968 Lincoln Continental
John Rock - 1931 RR Phantom
Russ Rodriguez - 1931 Studebaker President,
- 2000 Dodge Viper
John & Susan Saccamino - 1055 Austin Healey
100 LeMans Roadster

Bill & Gretchen Schrader - 1955 Pontiac
Star Chief Safari 2 dr Wagon
Dan & Darlene Sobczyk - 1966 AMC
Ambassador
Mark Smith - 1930 Packard 733 Roadster
Dennis Sobieski - 1931 Cadillac V16
Chuck Spoto - 2021 Chevy Corvette
Dennis Terdy - 1952 Crosley Wagon
Pete Todo - 1931 Duesenberg
Model J Tourister
Frank Troost - 1961 Chrysler New Yorker
Ed Villwock - 1947 Chrysler New Yorker
Al Zittelo - 2008 Maserati Quattroporte

3D Printing a Speedometer and Clock Housing

Upon inspecting the 1926 Wills Sainte Claire when purchased some years ago, there was a tiny screw on the floor near the stick shift. Investigating further it fell out of the cover on the speedometer's trip odometer reset gearbox. With the speedometer removed from the dash the disintegrating gearbox casting was the obvious culprit. Drat! My dad, Stew Kleinschmidt, fixed lots of speedometers, clocks and machined custom parts for many collector cars. He machined a new gearbox from aluminum and enlarged multiple holes in the housing to accept larger screws to hold the rest together as many screws could not be tightened due to casting degradation. That solution, done well over 10 years ago, is still working. Alas, long term it will need to be redone again in some way as the casting continues to change shape. The next failure could be more serious - the clock, mounted in the same housing as the speedometer, might fall out onto the floor! The quest to replace the housing began.

First a bit of history. Waltham watch company made automobile speedometers and clocks for many years. Most recognized are Waltham (so marked on the dial) speedometers in Model A and prewar V-8 Fords. The combination speedometer and clock in the Wills Sainte Claire was used by many makers in the late half of the 1920s. The clock and speedometer mechanisms were common across multiple makes. The housings, odometer reset, and dials were custom to match each car company's dashboard. The image below shows three unique implementations. (L-R Franklin, Lincoln and unknown. More on the unknown later.)



Some die cast parts degrade with time. A chronic problem with many old things - from cars to toys to lamps. Yet others are as solid as new 100 years later. Most of our cars have diecast carburetors and they are just fine (with some exceptions, usually restricted

to specific models). They may be chipped or cracked due to rough handling or poor repair, but they are not disintegrating in any way.

Die casting opened the opportunity for manufacturers to make complex shapes economically. A mold is made by a machinist and used many times to create raw parts. Molten metal is forced into the mold under pressure. Great process, been working for over a century. The issues lie in the metallurgy. Die cast parts are often referred to as pot metal or monkey metal. Neither is a very complimentary term. They imply whatever non-ferrous metal was laying around was melted down and forced into the mold. That may be true to some degree, but the real issue was likely process control. If the alloy mixture was not controlled or a low-quality alloy was used, deterioration is inevitable. The primary culprits to deterioration are lead contamination in the alloy blend and exposure to moisture (including humidity) during the part's lifetime. Therefore, some parts degrade by a slow chemical reaction that results in warping, cracking and voids.



Over several years, while I was still working, efforts began on making a replacement Wills housing. The initial plan was to cut new parts out of aluminum using a CNC (automated) milling machine. This is an excellent method but not cost effective.

Only a very small amount of the housing actually shows when it is installed in the dashboard. The exposed area is a narrow surface surrounding the dial behind the glass. This opened the opportunity to print a new housing out of plastic. It would be of black material the same color as the original casting was painted and look appropriate. At a quarter of the price and with the ability to make parts on demand, 3D printing became the solution. The problem was the reference parts were distorted - cracked and warped.

Reverse engineering became an iterative process. The only datum or reference surfaces were the sheet metal dashboard, clock, speedometer and dial. Here are some of the prototype parts - all are plastic printed.



Part design requires a CAD or electronic drawing to load into the 3D printer. I am schooled with a T square and triangles, so I partnered with a few friends: Mike Weiler, John Swafford and Mike Gustafson to create the 3D models and make parts. Jerry Saunders and Paul Pawlowski, fellow members of the Wills Sainte Claire club, kindly loaned me their speedometer assemblies so we had multiple examples to work with.

This process went on in our spare time over a few years and completed when I retired. Nothing like having time available to focus on a project. I am happy to say there is now a completed kit of parts available for repair of Wills housings.

These are repair parts, not reproduction parts. The methods and the materials dictate the engineering. Die cast parts have certain surfaces tapered with draft angles" so they can be removed from the mold. Plastic printed parts have their strength in subtly different ways so fastening required some plastic specific screws and, in this case, an



alternate design for the odometer gearbox attachment.

A materials engineer was consulted on the plastic. The material chosen is carbon reinforced and is rated for automotive environment temperature range from below freezing to let's take the air-conditioned car today. At right is a picture of the completed assembly - new glass still required.

As promised, here is the discussion on the oval housings pictured with the Franklin and the Lincoln speedometers:



At a glance the two housings in the photo below look to be the same. Upon closer examination they are different in a variety of ways. A side-by-side comparison reveals all. Here are the highlights: The oval shape of the dials is different, the frame on one is flattened top and bottom while the other is round. There are large bosses or oval protrusions at the top and bottom of the dial opening on one and not the other. Best of all, Waltham has numbers on the casting surfaces. The number on the back is the same on both. The number on the front is different. Hence, Waltham used the back mold half on both and had two unique front mold halves. Not only were the speedometer and clock mechanicals reused so was half of the mold to make two of the many unique versions of the product.



Waltham was not the only company to make this configuration of clock and speedometer, so did Stewart Warner. They are not interchangeable to my knowledge.

One more project completed. A housing solution has been provided to three Wills cars so far.

Reference: https://en.wikipedia.org/wiki/Die_casting



1920 Packard 3-35 Twin Six Runabout

owners: Tim and Dennis Heywood

When Tim Heywood drove up to Michigan to look at a car he and his dad Dennis were thinking of buying to add to their collection, they got more than they bargained for.

The car was a 1932 Packard. Then he saw this one - a 1920 Packard Runabout. They bought both. "Turned out to be an expensive phone call" he laughed. But one that paid

off in a way neither of them ever even imagined; a blue ribbon at Pebble Beach.

When I asked Tim why he bought this car his response was "Just look at it." But it didn't look then like it does now. With the eye and vision of a true artist Tim could envision what this car would eventually look like. When you look at a rusted hunk of metal "You just have to use your imagination."

Some of the parts were off and piled in the car. "There were a bunch of cars in the garage" Dennis explained "They took off whatever parts they could so that they could squeeze more cars together in there."

The owner sold them the two cars as a package deal. He had purchased six cars in order to get the car he wanted and was selling off the rest. He had the car about two months. The previous owner had owned the car for years. He drove it into a garage in 1952 which is where it stayed for the next sixty years - until 2012. The Heywoods purchased it in 2013 and it took the next seven years to restore it.

"The tires were like concrete - we had to cut them off with a hacksaw." It actually had four different tires. "They used what they could get" Dennis said. It's hard to find parts for these old cars. Tim said he felt like Indiana Jones, scouring the country for parts. They had luck through e-bay



and at Hershey. Parts that came with the car were mostly restorable, so they felt fortunate to have had very few new parts made. Tim said he finds it amazing that this car survived at all. "It survived WWII, the scrap drives. This car was already dated by 1925. It was a supercar of its day, with good horsepower, but impractical. Even back then it was considered a "gas guzzler".

The paint job is superb. It shines like glass - you could use it as a mirror. The interior and the rumble seat are classic black leather. The dash is painted maroon - the same color that is on the outside of the car. Someone mentioned to Tim that it should probably have been black and he agreed. "It probably should have been" but he likes the maroon. "It stands out better this way."

The car has a 136" wheelbase, and is a 424 cubic inch V12. The tires are 37" on 35" wheels. Tim thinks there are only about six known to still exist.



The car as they bought it...note there are no running boards. The below photo shows the shredded passenger compartment and parts draped across the body that had been piled on the seat.





Both Tim and Dennis Heywood positively beam when talking about this car. And well they should. It has come a long way from the barn find that it was to the Pebble Beach First In Class winner that it is now.

Tim is looking forward to enjoying it "now that all the work is done." He says he will definitely drive the car. Even if it eventually shows a little wear he says "It's never again going to look as bad as it did."

As for that showing at Pebble Beach, when asked how it felt to win Tim said "It felt good!"

Dennis just shakes his head. "I still can't believe it."



NOTICE
WHEN USING PUMP RUN MOTOR AT A SPEED
CORRESPONDING TO 9 MILES PER HOUR
INFLATE { 65 # FRONT
75 # REAR-RUNABOUT & COUPE
80 # REAR-ALL OTHER MODELS



Packard, under the leadership of engineer Jesse Vincent, introduced a 12-cylinder engine which was dubbed the 'Twin Six.' The V12 engine was comprised of two 6-cylinder blocks set at a 60-degree angle linked by an aluminum crankcase. It was a side-valve design. Delivering 85 horsepower at 3,000 rpm, a bore and stroke at 3.00 × 5.00 inches resulted in a displacement of 424 cubic inches. Rockers were eliminated, with a separate cam for each valve, and all valves were located inboard of the cylinder blocks. A short, light crankshaft ran in three main bearings. -from 'How Stuff Works'
Total 1920 Twin Six 3-35 production: 5,193.
Original Price: \$5,500 - \$8,000





Chuck Kelley has been a pal of Jim DeBickero for many years. Jim's story has been related over the past several issues. While he is not out of pictures and recollections of cars he's

known, we are presenting some stories from another collector - one who Jim has shared some adventures with.

Chuck Kelley did not deal with cars as a livelihood, but he *did* get the car bug early and it stayed with him ever on. Currently, there are some 15 cars in his collection, but many, many more have passed through his hands over the years. Here are a few stories, told in his words. I asked him at the start about some of his favorites...

"I loved my supercharged Cord. That was a thrill to drive - especially, you get it in 4th gear and it would just loaf at 80 or 90. That was a fast car. Pretty solid - it was a good feeling car. The sound of the blower whine - there was something magical about it. I had a '38 Bentley convertible. Never gave me any problems - it was a beautiful car. I got it from a KLM pilot. I was with my car buddy, Bob Anderson, and he saw my 1941 Lincoln Continental convertible. He said 'I'll give you guys my '38 Bentley convertible if you can make it look like this Lincoln.' Bob and I looked at each other and said, 'Okay!'"

Most people might have taken the offer with a massive grain of salt, but one day not long after, Chuck got a call from Bob, telling him that the Bentley had been dropped off. Turns out the KLM pilot was retiring, and as a company perk, he was allowed to fly an aircraft of his choice for the final flight. He chose a 747 cargo plane, loaded the Bentley into the belly, and flew it straight into O'Hare. Chuck laughed when asked about any restoration work he might have done to bring it up to the standard of his Lincoln. "We never did what he thought we were gonna do. We put a couple new inner tubes in the tires." Chuck believed the KLM captain was just getting old and was done with it, but says, "Talk about dependable. We had that car for 20 years - wonderful car. I loved driving it except it was right-hand drive. I finally said, 'No more right-hand drive for me - you don't enjoy it.'"

Chuck described the car club caravans he'd experienced through the years, as a way of setting up a particularly memorable story. "I'm sorry I didn't go on more caravans. My wife Judy and I went on a couple. It's a long deal - they ran seven days - but it's fun. You meet people from all over.



Judy and Chuck Kelley

The 2014 one was in Michigan - started in Grand Rapids. I remember Mike Fairbairn - he was one of the owners of a restoration shop in Canada. (RM Auto Restoration, located in Ontario.) He had a black '37 Cord Sportsman, just freshly out of their shop. He was bringing that out on the virgin run and we were on the overlook above Lake Michigan. This was probably the 4th day out, and he was going (makes annoying grinding sound), cranking it, and it just wouldn't start. So they had a mechanic with a trailer following us - he came over and looked at it. He got it started, and I asked him what the trouble was. 'The carburetor manifold bolts were all loose. It was just sucking air!' So they had to re-torque everything. But after that, it was just fine.

Another time, there was this woman whose husband had died. Probably most of their friends were from the car club. So she brought her late husband's car - a 1934 or 35 Aston Martin - it had no bumper on the front. She was letting a photographer drive it, and he lost his brakes. He hit this V16 Caddy and broke the bumper bracket, and the headlight. Of course, he felt terrible, but she told him, 'It's not your fault - there's no brakes.' They had a brake fluid leak and they fixed it; topped it off and she finished the tour, with a headlight dangling (laughs). It's always an adventure!"

Chuck described another caravan: the 2012 one to Galena. "Jim and I will never forget this! (laughs) It was what they called a 'hub tour.' We stayed at Eagle Ridge, and each day go to a different place. Jim and Betty came out here, and we packed the Lincoln up with stuff. I put my tools in it - I got an aluminum floor jack. It's not that big of a trunk in a Continental. We took off and we almost got to Belvedere, but we're losing power; 40 - 45 mph tops. So I stop on the toll road and check; one bank is dead, so we're running on six cylinders instead of twelve. So I got off the toll road and took the side roads, headed for Galena. We're just loafing along, 40 - 45. All of a sudden, this thing doesn't feel right. It was a flat - front left tire. It was hot - like 100 degrees; really hot. So I took the spare out, and this was probably the original from '48 - I'd never had it out before. It was a

Goodyear, and it had dry rot. But it held air, so we put that on. We got ten miles down the road, and then we're hearing (imitates recurring thumping sound). The tread just came off!

So I call my antique car towing insurance. They come and flatbed it but they show up in this truck with a tiny cab, so we have to squeeze 5 of us in (laughs) - we're sitting on each other's laps. He drops us off at this gas station in Forreston. I go inside and pick out a couple of good used radial tires. They put the two new ones on the front, and I took the front right and remounted it as the spare - there was nowhere else to put it. It was all reasonable - \$120, installed. We took off. I remember driving past the gas pump and looking at the gas gauge. 'I got a quarter, half tank, whatever it was...' So we're getting closer, and we're running late. As we get up near Elizabeth, it's hilly. We're going up and down, and finally the car just stops. Jim says, 'I can hear the electric pump going, *grrrrrrrrrr* - I think you're out of gas!' 'But I'm still showing a quarter tank. So I tap the gauge and it goes to empty - it was stuck. (sighs) So I called triple A - they bring out 5 gallons, boom - she starts - and off we go, but we're still only on 6 cylinders.

We're going up and down the hills, and we get to the entrance of Eagle Ridge, where we're staying and we're an hour late. They were going to have a dinner, which was part of the event. We get there, and I say to Jim, 'This doesn't feel right!' So we get out, and the left rear is flat! I call the front desk, because it's four miles - a long entry way into Eagle Ridge. I tell them, 'Can you send a van? We're out on 20 (Lake Street) at your entrance. We got all our luggage

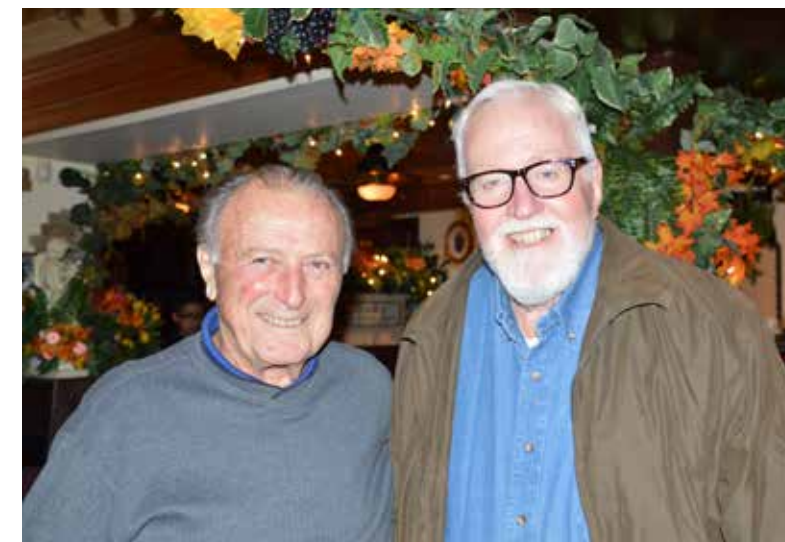


Chuck Kelley drove his 1948 Lincoln Continental on a Fall Tour to Lake Geneva in 2018, his buddy Jim rode along.

and we want to get to our room and get to dinner.' So they sent a big van out and we just made the dinner.

The car had belonged to Pat Quail - a member who was deceased by then. Jay Quail was the director of the club (Classic Car Club of America) - I said to him, 'Jay, I have your dad's old car. We got a flat tire out by the entrance.' 'Oh, well you can't leave it there on 20!' 'Well, I don't have any way to move it - I don't have any spare tires.' He said, 'Oh, I'll unload my Lincoln.' He had a big KB. So we went out after dinner and he started to winch it up and - bang! - his winch breaks! I said, 'Man, I am bad luck! I'm so sorry.' (laughs) He said, 'Well, (stuff) happens...' So I said, 'I'll just drive it up, flat tire and all. I don't care.' It didn't have much power but we got it up on the trailer. The next day, he took me over to a Bridgestone tire store. I put two brand new ones on the rear, and then I parked it, because it didn't have any power. We rode around with Jay, in his tow car - an Escalade - because it was hot (and he had air) and we renewed our friendship, because I hadn't seen him since he was a teenager. His Dad and I were good friends.

So that night we're having dinner at some big place in Dubuque. We're telling the story about this rolling restoration (laughs) and I said, 'I think my coil went - I'm only running on six.' A guy across the way - he was a doctor from Ontario - he said, 'I got an extra distributor and coil in my trunk. You're welcome to have it tomorrow.' He said, 'I'll bring it over and you can use it. And when you get back home, just mail it back to me.' A great guy! So we put it in, and now it's running like a dream - full power. Jim and I go down to Galena. The girls were down in some restaurant there. We park the car right in front of the place where they were at. They come out and they want to go back to the resort. So we get back in the Lincoln to go back, we're out on 20, going up a hill, and all of a sudden - BAM - it's like a bomb went off! Now what? he laughs.



Longtime friends Jim DeBickero and Chuck Kelley

Chuck Kelley's Story continued

All that unburned gas from the six cylinders that weren't firing had collected in the muffler. And we're going up hills, it's getting hot, and - boom! I looked underneath, and that muffler was just pancaked. The next day, we had a day off from the caravan to regroup. Jim and I drove it to Dubuque - 20 miles with no exhaust (laughs). It was just like (makes a machine gun sound). We found a Midas or something - they

put a new muffler on, and that was it - it ran great. A rolling restoration! Jim said 'I'll never forget this!' (laughs)

Robert Rodriguez is an award-winning writer of numerous books and the creator and host of the 'Something About The Beatles' podcast: www.somethingaboutthebeatles.com

Photos by M Blevins from the GIRCCCA archives



News & Notes



Congratulations to ALL of our Pebble Beach Concours winners! Not only did Tim and Dennis Heywood win a blue ribbon for their 1920 Packard 3-35 Twin 6, (Vintage-Class B) but three more of our members made it up the ramp. Bob and Jacki Lederer (Class A-1) with their 1910 Peerless 27 Rois Des Belges Tourer (3rd in class), The Driehaus Collection took 2nd (in Class V-Miller) for a 1926 Miller, driven by Stephen Murphy, and Mark Hyman was invited to drive his 1937 Delahaye 135M Figoni & Falaschi Cabriolet in the Parade of Elegance as a previous winner.

Well done All!



1920 Packard 3-35 Twin Six Runabout 1st in Class

owner: Tim and Dennis Heywood

We had been invited to show the car at Pebble Beach in 2020, but that got canceled due to covid. We had been working hard on the car, but when the show got canceled, we kind of let it go. Like everybody else, we did nothing for a year. It just wasn't a priority at that point.

We were told to re-apply for this year, so we did.

We 'road tested' the car the day before we left by driving it up and down the block. This was the first time the car had been driven in what - 60 years? The first time we actually 'drove' the car was on the parking lot at Pebble Beach, when we went on the tour - 70 miles. It ran perfectly. In fact we passed the car that eventually won best of show because it had pulled over with some sort of problem.

Tim and I drove the trailer out there. We left on Sunday and got there Wednesday. My wife Bonnie and I drove it back. Another three and a half days on the road.

A lot of luck was involved in getting this car to the show and to actually winning. We had the best spot on the show field - we were just lucky. It was the first car everyone saw when they walked onto the field.

We never thought we had a chance to win. I mean, what are the odds? You don't go into it expecting to win. Just being there is an honor. But all of the stars aligned.

We were told that the judges were unanimous in their decision. They appreciated that the car had been restored to as original as possible.

How did we decide who drove the car to receive our award? I was the guy who did most of the work, Tim laughs. My girlfriend, Katie Navadamskis was with me. She calls the car 'my mistress' so it was nice they finally got to meet and Katie got the chance to enjoy it for a change.

We have to thank Dan, Dave, Ronnie, Mike, Russ, Doug, Jimmy, Ed, and Rich for all of their work on the car. The guys who painted it and the guys who did the interior. The top was just finished in June.

Would we do it again? Maybe. Probably. I never in a million years thought we would win adds Dennis. I still can't believe it.

~Dennis Heywood

~Tim Heywood



1926 Miller 91 Locomobile Junior 8 Special – 2nd in Class

owner: Richard Driehaus Collection

We purchased the car at auction in 2016. It had belonged to Sam and Emily Mann, who had commissioned a professional and historically correct restoration prior to us buying it.

We have since done maintenance cosmetic and conservation work on it. There is a lot of natural steel, which tends to rust with ambient moisture, so you need to stay on top of it by applying wax to prevent corrosion from setting in and etching components such as the leaf springs, spring hangers and steering components. We also serviced the brakes and replaced the clutch disc using more durable semi-metallic friction material. The gears are very tall and it “eats” clutches in stop and go conditions such as those you encounter at shows. We also had to build an external starter or “stinger”, since the car does not feature an onboard starter. Another otherwise common component not built into the design is a water pump. It relies on fast, cool air moving over the radiator

interest in race cars before but understood that by adding this car, the collection would become more representative of the theme the collection seeks to illustrate.

I never assume that the car or cars we are showing will receive awards. Simply by participating we are fulfilling part of the mission of the collection: to allow the public to enjoy the collection cars, so that in itself constitutes a win in our book. It also takes the edge off somewhat. That was my attitude to our first Pebble Beach entry: that we were winning by simply participating. The fact that I got to see so many other Millers and meet their owners and handlers was icing on the cake. When I got the call on my cell phone announcing that the car had earned awards, I was very excited. A little nervous too, since the car is a bit of a handful to drive through a show field and onto the hallowed awards ramp, for the reasons mentioned above, but it all turned out fine and we placed second in class after the 1926 Indy 500 winner (because why not...) and picked up the

Tony Hulman Award for the most significant open wheel race car, given by the Indianapolis Motor Speedway. Quite an honor. For someone who expects nothing, that is a lot. Needless to say that the mood at the collection has been celebratory since, specially with the loss of Richard earlier this year and the hiatus that everyone has been on for the best part of the last 15 months. We needed some good news, and two awards in our first Pebble Beach entry was just what the doctor recommended!

I think the fact that the car did so well is a fitting reward to Richard's car collecting over the years. His focus, dedication, and patronage came through.

~Stephen Murphy



fins, and something called the thermosiphon effect, which circulates the water through the system without the need for a pump. It doesn't work well in stop and go conditions either.

It is the only competition car in the Driehaus collection. The reason for purchasing it was we figured that any collection that purports to showcase the best of American automotive design and engineering, needs to include race cars. The significance of and predilection for competition in the American way of life is pretty well documented. The simplicity and natural beauty of this car is what attracted Richard to it. He had never expressed an



1910 Peerless Model 27 Touring Car – 3rd in Class

owner: Bob & Jackie Lederer

We were blessed to be invited to present our Peerless at the 70th Pebble Beach Concours' D' Elegance on Sunday August 15, 2021. This was our second experience showing a car “on-the-lawn” and our first experience doing so with a Brass-Era car.

This year's event was essentially a postponement of last years Concours which was of course canceled due to the pandemic. Accordingly, most of the participants had an extra year to make their cars perfect. We were a rare exception in that our Invitation came in the Winter of 2021 as a result of others who were unable to participate this year. COVID still had some impact on the Concourse – most notable was the absence of most of the typical global participants. In fact, there were several cars presented at the Concours that were owned by foreign individuals unable to attend themselves due to travel restrictions.



This being the 70th anniversary of the Pebble Beach Concours – a very special reunion of former Best-of-Show winning cars was assembled and on display at the Concours. It was absolutely amazing and likely a once in a lifetime experience. This reunion also added 42 cars to the already filled field. Also on display was a reunion of former winners of the Pebble Beach road races. Yet another amazing accomplishment.

As if presenting a car at Pebble Beach is not enough of a challenge, we attempted to also drive our car on the 1500 mile Pebble Beach Motoring Classic that departs from Kirkland, WA two-weeks before the Concours and ends up in Carmel on the Wednesday preceding the show. Luck was not on our side when we lost a connecting rod bearing within 50 miles of the start of the Motoring Classic. This failure caused us to have the car transported to Carmel while

we continued the Motoring Classic in a modern rental car. Once in Carmel, we were fortunate to be able to repair the bearing so that we could drive the car onto the show field on Sunday.

Preparing and presenting a car at this most prestigious of car events is a lot of work. Our team at our restoration shop rose to the challenge and spent several long days and short nights focused on the final details of the restoration. Great teamwork is generally rewarded. We were delighted to be recognized with a podium finish with our Peerless (3rd in Class).

It was especially gratifying to share this experience with my Dad, Herb Lederer. He joined us for the final days of the Motoring Classic and shared in the entire Pebble Beach experience.

~Bob Lederer



Parade of Elegance

owner: Mark Hyman

1937 Delahaye 135M Competition Court
Torpedo Cabriolet by Figoni et Falaschi

- S/N 48666
- 3,557 c.c. OHV inline-six
- Triple carburetors
- Original engine, gearbox, and coachwork

For the 1936 Paris Auto Salon, coachbuilder Joseph Figoni created a unique automobile which showcased his vision of the outer limits of modern car design as well as the skills of his master craftsmen. Working with Delahaye’s magnificent 135 Competition Court short-wheelbase chassis as a basis for his masterpiece, Figoni crafted a spectacular body that would forever be synonymous with French Art Deco design.

Figoni’s latest creation was like nothing ever seen before, with sweeping, fully enveloped fenders front and rear, low mounted headlamps faired into the front wings, and dramatic speed-form body lines highlighted in bold contrasting colors. It caused a sensation at the Paris Salon, and soon there was enough demand for a limited run of eleven cars based on the initial design.

Chassis number 48666 is one of three Torpedo Cabriolets built on the Delahaye’s short-wheelbase 135 Competition chassis and is one of two known survivors.

This car was first sold through a Delahaye dealer in Venice to a Mr. Adamek of western Czechoslovakia. It survived the war hidden away from the Germans, and was

often spotted driving in and around Prague throughout the 1960s. Bernard Aristeguy discovered the car in 1997, noting it was complete but partially disassembled for restoration. He arranged a sale to his friend Jacques Harguindeguy, a well-known collector of superlative French coachbuilt automobiles. Jacques commissioned Brian Hoyt’s Perfect Reflections to perform the meticulous restoration, with invaluable input from experts including Joseph Figoni’s son Claude Figoni. Remarkably, the 48666 retained its original coachwork, exterior trim, engine, gearbox, and other significant components. Samples of the original paint were used to return the car to the same colors as it was delivered in Venice in 1937. In 2000, Harguindeguy’s passionate efforts paid off with the coveted Best in Show at the 50th Anniversary of the Pebble Beach Concours d’Elegance.

It debuted at the 2000 Pebble Beach Concours where the car took best of show. We acquired the car in 2003 and have had it back to Pebble Beach a couple of times for display only. I did not have the car when it won best of show. However, I can say that being able to enjoy this car is a great honor.

~Mark Hyman



For Sale



1957 Ford Thunderbird, E-Code Dual Quad, 3-Speed Manual, Fully restored CTCI Senior Car, Perfect Running Condition. Original Dark Gunmetal Grey Metallic, with red interior, factory Porthole Hard Top, power seat, skirts, and wheel covers. All documentation including original Ford invoice.

The interior was also the subject of intensive restoration, and is trimmed in the original color and code of red. The seating areas and door panels are in beautiful restored condition, with no wear evident.

All of the accessories are in perfect working condition. The original signal seeking radio is in place and working, along with the power seat. The spare tire, jack, and associated tools are accounted for and in very nice condition.

The underside of the car is exactly what a restored show car should look like. It is in show condition.

The powerplant in this Thunderbird is the original 312 CI V-8 engine. It has been completely restored and rebuilt to the original specifications. All aspects of the motor are in perfect working order.

The tires are in very nice condition and are virtually new. They are the correct and original size replacement for the 1957 Thunderbird, with the correct whitewall and proper load rating. The wheels are the original Thunderbird wheels and full wheel covers original to the car, and specified on the invoice.

The entire braking system has been gone through recently to ensure every part works as it should.

This Thunderbird still retains all of its original or N.O.S. components! This means the engine, transmission, rear end, etc. are original or correct to the car. All of the numbers, markings, etc., are correct.

If you are serious about purchasing this vehicle, I encourage you to come, take a look, and drive it. This 1957 Ford Thunderbird “E-Code” is a fantastic example of one of the most well-known Thunderbird models produced and represents an era of engineering and performance that will never be seen again.

I can also provide you with additional photos of any specific part you have questions about.

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

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Alvis	Dagmar	Humber	Mercedes	Simplex-Crane
Amlcar (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
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Biddle	Elcar	Kleiber	Paige	Triumph
Blackhawk	Excelsior	Lafayette	Pathfinder	Vauxhall
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Bugatti	Gardner	Leach	ReVeré	Winton
Buick	Georges Irat	Lincoln	Richelieu	
Cadillac	Graham-Paige/Graham	Lincoln Continental	Roamer	
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from the **Rumble Seat** ... the editor's page

I'm wary of saying it out loud but it's been almost normal this summer. We've had tours, car shows, our annual picnic, and much, much more. It's been busy. Many of you are active in other clubs as well as this one, and I personally have been enjoying events and short trips in addition to this club's wonderful line up of events. I'm sure you'll agree that it's nice to actually have something to put on the calendar again.

I have to add my personal congratulations to our Pebble Beach winners of course. How exciting! It was fun to hear their personal experiences at the concours which they've shared with all of us in this issue. I've had some small successes of my own this summer - I've won several ribbons for my photography. So I know the thrill of the win, and I also know the disappointment of *not* winning. But we move on. Because there is always more to come. Another day, another chance, another show. It's why any of us enter any type of competition - to see how our work stacks up, maybe gain a bit of recognition and perhaps, if we're lucky, a win. I think maybe it means more to everyone this year - to be able to attend these shows - heck, to be able to attend *anything* again is genuinely appreciated and somehow more meaningful. I for one am just grateful to be able to carry on with some semblance of normalcy.

Speaking of back to normal, I am sad to say I missed the Geneva Concours this year - it's something I always look forward to - but I was at the Paramount Theatre in Aurora enjoying a fabulous performance of Kinky Boots; a Christmas present - from 2019 - rescheduled. It was a long wait. I'm sure all of you have similar experiences with finally being able to do something you thought you were going to do last year. But again, we move on and look to the future, setting our sights on a new goal.

Right now I'm looking forward to Fall! Summer flew by, too short as always but I have to say I will not miss those miserably hot and humid days. I'm hoping Autumn will be nice and long, with warm days, cool nights, sunny drives down colorful country roads, apples and pumpkins. It's my favorite time of year.

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 me shy! Give me a call at 815-483-8216.





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