

# The **DASHBOARD**

SUMMER 2020



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



## Inside This Issue

Summer 2020

Letter from the Director .....	2
In Memoriam .....	3
Introducing: Michelle James .....	4
Tips for a first-timer.....	5
Fathers Day 2020 .....	6-7
Looking Back/From the Archives .....	8-9
Spring Tour - 2012 .....	10-11
Jim DeBickero's Story .....	12-14
Cover Car .....	16



Cover Car Year .....	17
Unplanned Repairs .....	18-19
If You're Near Hershey, PA The AACCA Museum .....	20-25
This 'n That .....	26
For Sale .....	27
List of Approved Classics .....	31
From the Rumble Seat Editor's Page .....	32



Visit us on the web: [www.girccca.com](http://www.girccca.com)

Follow us on Instagram [#girccca](https://www.instagram.com/girccca)



## Annual Advertising Rates

### Dashboard

Glossy full color magazine Published 3x yearly  
(April, Aug, Dec)

Full Page	\$750
1/2 page	\$400
1/4 page	\$300
Business Card	\$100

### Up To Speed

Black & White Newsletter published 6 x per year

1/2 page	\$300
1/4 page	\$200
Business Card	\$150

### Combined Annual Rates

Full page	\$950
1/2 page	\$600
1/4 page	\$400

Make checks payable to: Greater Illinois Region CCCA  
Mail to: Maureen Blevins, Publications Editor  
1531 W. Maple Rd.,  
New Lenox, IL 60451

Please call Maureen Blevins, 815-483-8216 for print specifications, ad deadlines, or if you wish to discuss advertising scenarios not covered above



Like us on Facebook: **Greater IL  
Region - Classic Car Club of America**



## LETTER from the DIRECTOR

Hello fellow club members.

Well we are almost to the end of the summer which I'm sure we all can agree was different. It's challenged us to create and discover new ways of enjoying our love for the automobile while observing social distancing and other necessary safe conduct during this pandemic. This doesn't mean that we have hit the brakes for all fun activities. They certainly have taken on different shapes and forms but there are many things we have found to do. What for example? Let's start with the club activities. We had a spring tour, the annual Oakbrook car show, and annual GIRCCCA/ Picnic to name a few things that had to be canceled for the safety of our members. What we replaced them with were things that we could do in modified forms or new ventures.

Starting with a Father's Day "cruise through" that we did at a retirement home in Park Ridge, we created a new way of gathering cars and their owners for the benefit of others. We met our attendance goal of car entries and displayed our cars to the delight of 100+ members of this community. A tip of the hat to all those who made this day special. In addition, we have served up both new and old videos from our archives and send them on a weekly basis to all members. We've enjoyed not only club members cars documented for prosperity by members like Chuck Derer, Joe Bortz, and Allen Strong, but many others from museums and sites we may not have been familiar with. I hope you enjoy them and even if you missed them the first time, they live on our website for a future view. A big thanks to those who contributed their suggestions and made this possible. I'd like to especially thank board member Kelsey Bell who creatively handled the distribution side of things along with our web guru Dave Enger.

Lastly I'd like to call your attention to another new addition you'll find in the pages of this issue of the Dashboard. Last month you may recall we started a new feature documenting the amazing car adventures of one of our founding members. Jim De Bickero has not a story to tell but many. He has reluctantly consented to sharing with his car community, memorializing the car stories he was part of along with many of the good friends he has taken the journey with. I've always considered knowing where we come from is part of enjoying where we are and where we want to go. I hope you enjoy the photos and read as much as I do. I also hope that Jim continues to share as much as he can so we have a written history of a life well lived. I would be remiss if I didn't take this opportunity to thank one of my favorite writers who I call my brother Rob to make this happen. Thanks for all you do and all you give. Your labor of love has been a gift to many. And in closing I'd like to say I don't know when we will live the words "return to normal", but I will say we will continue to try to make your club something you're proud to be a member of. As always if you have any ideas for a future activities or car centric things we can pursue I'd love to hear from you.

CORDially,  
*Russ*

The 68th Annual Meeting of the Classic Car Club of America is being moved to 2022. The CCCA Board feels the risk is still high due to covid-19. The Breakers Hotel and resort in West Palm Beach, FL, is still planned to be our host hotel. The dates will be determined when we are closer to the event. The Breakers is a 5 Diamond Hotel and considered one of the finest in the world. Plan your 2022 vacation around this event. We have negotiated a spectacular rate that will also be honored several days before the event and into the following week. Stay tuned for more details as they develop!

The Classic Car Club of America Museum has rescheduled THE GRAND EXPERIENCE and Michigan Grand Classic® to June 4-6, 2021. 2021 CCCA Museum EXPERIENCE will feature the same schedule of events.

CCCA Grand Classic®  
CCCA Museum

The EXPERIENCE  
Featuring GM cars from 1915-1970



## Board of Managers



### Board Members

Regional Director	Russ Rodriguez russ@girccca.com
Assistant Director	Michelle James michelle@apprizepromo.com
Recording Secretary	Michelle James michelle@apprizepromo.com
Treasurer	Mary Ellen Thielemann Mthielemann24@yahoo.com
Fundraising	Claude Ohanesian Claude@cgowealth.com
Membership chair	Dan McCarthy danieljmccarthy@gmail.com
Event Co-chair	Michelle James michelle@apprizepromo.com
Event Co-chair	Kim Roberts Kimroberts1208@gmail.com
Oakbrook Show	Russ Rodriguez russ@girccca.com
Social Media	Kelsey Bell kelsey@rallyinsurance.com
FaceBook	John Brayton johns1936chevy@aol.com
Dashboard / Up To Speed Editor	Maureen Blevins maureenblevins@yahoo.com

## In Memoriam

William "Bill" Grams



Bill Grams, co-founder of the Volo Auto Museum, died Tuesday, May 12, 2020, at the age of 77. He was a father, devoted husband, cherished brother, uncle, grandfather, and generous, caring brother-in-law. Often seen in the front row of the auctions of his longtime friend Dana Mecum, Bill was highly regarded and widely recognized by collectors across the country. Bill's cheerful countenance, his appreciation for creating whimsical curiosities out of old Model Ts, his compassion for his fellow man and his deep love for his family will be sorely missed.

As a youth he developed his passion for collector cars along with his younger brother, Greg, with whom he co-founded the Volo Auto Museum in 1960. Bill Grams cultivated a depth of knowledge few, if any, could match. His carefully curated Antique Malls and pre-war car collection delighted tens of thousands of visitors over the years.

Bill's presence was pronounced, and his absence will be felt. A memorial exhibit is planned.

Jim Rudnick  
1939-2020



Jim Rudnick passed away in June. Jim was a regular at club events. His infectious laugh and wry smile lit up many gatherings. Jim got hooked on the car hobby as a young boy. At age 9, Jim started drawing cars, eventually being published in a book of dream cars. (My Car Story, Lou Costabile) Jim He had a restoration shop for a number of years and did quality work. He was noted for restoring his own beautiful 1960 Cadillac Eldorado Biarritz convertible.

Jim's car and life story were featured in Lou Costabile's "My Car Story" YouTube series. Watch the video here: <https://youtube/wYNJNQVXu4w> Jim, we know that top is going down permanently, because it never rains in Cadillac Heaven.

Welcome to our Newest Members  
Rick Lawrence, John Thielemann

GIRCCCA  
P.O. Box 55  
Itasca, IL 60143



## 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. I think 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 **Michelle James**. Michelle and her husband Robin have been in the club for a number of years. Currently Michelle serves on the Board as Assistant Director. Robin was club photographer for several years.

I have loved horsepower since I was five years old. My sister and brother-in-law took me to various car meets: Model T Ford Club tours, AACA events and to Classic Car Club shows. Meanwhile, thanks to Saturday TV shows like The Lone Ranger, Roy Rogers, Zorro, and The Cisco Kid, I wanted nothing more than to own a horse. For years I begged my parents to no avail. Finally, after marriage and children I decided to resume my riding lessons. After a few years, our daughter Jessica took lessons (in-between going to dozens of car tours with her sister and us) and we bought our first horse.

I now own three horses, a mare that I bought at a horse auction (MSU Sincerely Yours), her two-year-old daughter (Eldorado's Sincerely Graceful) and a gelding (male) horse, Ghallant Guy. Robin says that's officially a collection.

The gelding, Guy, is now 19 and has an interesting, and almost tragic story. He was a fancy show horse that was eventually sold to a friend. Because of her husband's transfer, she gave the horse to a lesson barn. They could not use him and sold him to a woman who then gave the



Photo from left: Eldorado's Sincerely Graceful (Gracie), Michelle James, MSU Sincerely Yours (Sophie), Ghallant Guy (Guy) and Robin James.

horse to her niece. The niece tried to turn the show horse into a barrel racing horse, and when that didn't work out, she starved him. The aunt found out about the abuse and brought the horse back to the barn. That's when my trainer found out about him, and six days before Christmas 2018, we went to see him. He was 300 pounds underweight (The average weight of a healthy horse is between 1,000 – 1,200 pounds), and at risk of being sent to a "meat" auction. She picked him up on Christmas Eve, and asked if I would be interested in fostering him. Well, I have become a "foster failure" and he is now mine. Guy has put on weight, plus muscle. He is sound and has again become the horse he once was.

From the Archives:  
Photo taken at the 1991  
Old Orchard Car Show.  
The James' 1926  
Springfield Rolls-  
Royce Town Car.



## Tips for a First-time Classic Owner

Classic Car ownership can be very rewarding, but there's a bit of a learning curve for the average novice. Most first-timers learn the hard way. In a poll of the Hagerty Forums community, these top seven tips were assembled.

### Join a club

Driving is an activity that only requires one person, yet it is more fun with others. Joining a club dedicated to your specific vehicle will likely supply you with a wealth of expertise and a few new driving buddies. Most likely, these club members have already gone through what you are about to experience, meaning they will have tips and tricks to help you survive the highs and lows on the road ahead.

### Do your own work if you can

Classic cars demand more attention than modern vehicles—there is no way around that. While you can find a mechanic to take care of your classic every time it needs anything under the hood, it will be significantly more rewarding to your psyche and your wallet if you pick up tools and get some grease under your nails. Everyone has their own limit for how much DIY they can take on—space, tools, and time requirements can be restrictive. If you have the means to do your own work, even for small jobs, there is no better feeling than hearing an engine settle into a smooth rumble after a Saturday morning garage tune-up.

### Find the right parts sources

Owning an old car means you will eventually need to find old parts. Your newfound club friends will oftentimes have



resources vetted for you. There is likely a small operation that only makes parts for your car; support shops like that if you can. These small manufacturers that reproduce quality parts are almost constantly on the verge of closing and produce many of the parts they do out of love for the hobby rather than for the sake of big profits. Generic-fit parts can work, but why not fit the correct parts and support another person who loves the same cars you do?

### Prepare to be surprised

Always look at your classic like your birthday is coming up and no one has mentioned it yet. There is likely a surprise around the corner, you just don't know about it. How much will this unknown repair, service, or modification cost? That is part of the surprise, unfortunately. Setting aside money on a regular basis will help offset these unexpected costs and keep you motoring happily. When creating a budget for a project on your new love, however, double your initial estimate. We wouldn't say it if it wasn't true.

### Be realistic

When you embark on a project, or want to take your vintage ride on a road trip, be sure to give yourself realistic expectations. It's easy to dream of building a righteous restomod in a one-car garage with only a metric socket set and one jack stand, but that is just not going to happen. From budgets to goals, set yourself up for success by researching what you want to do. Get comfortable with the mountain you want to climb. Do you have the tools and money needed for that idea? "No" doesn't mean you can't find a similar project or plan that is attainable within your constraints.

### Don't do it for the money

With multiple auctions, sales sites, and businesses in the vintage car space it is easy to start looking at your new wheels as an investment primed to give you big returns. However, if you want to set yourself up for success and fun, leave that thought at the end of the driveway. Buy for the enjoyment of the car, not the resale possibilities. If the market drops and you are "stuck" with your car, it is much better to have something you love than something you first saw dollar signs in but now only see bouncing checks.

### Get out and drive

The most popular answer of the poll was to go drive as often as you can. Looking at, wrenching, showing, or talking about your new love pales in comparison to the joy of driving. And remember, vintage cars have the best manners when they get used on a regular basis rather than sitting in the garage. Become in tune with the squeaks, rattles, and knocks of your car so you can tell when something is normal and when the car needs real attention.

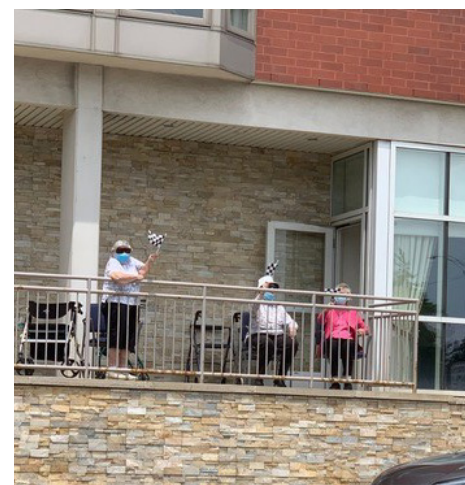
*Edited from The 7 best tips for a first-time classic owner by Kyle Smith, published on Hagerty Media 11 November 2019*



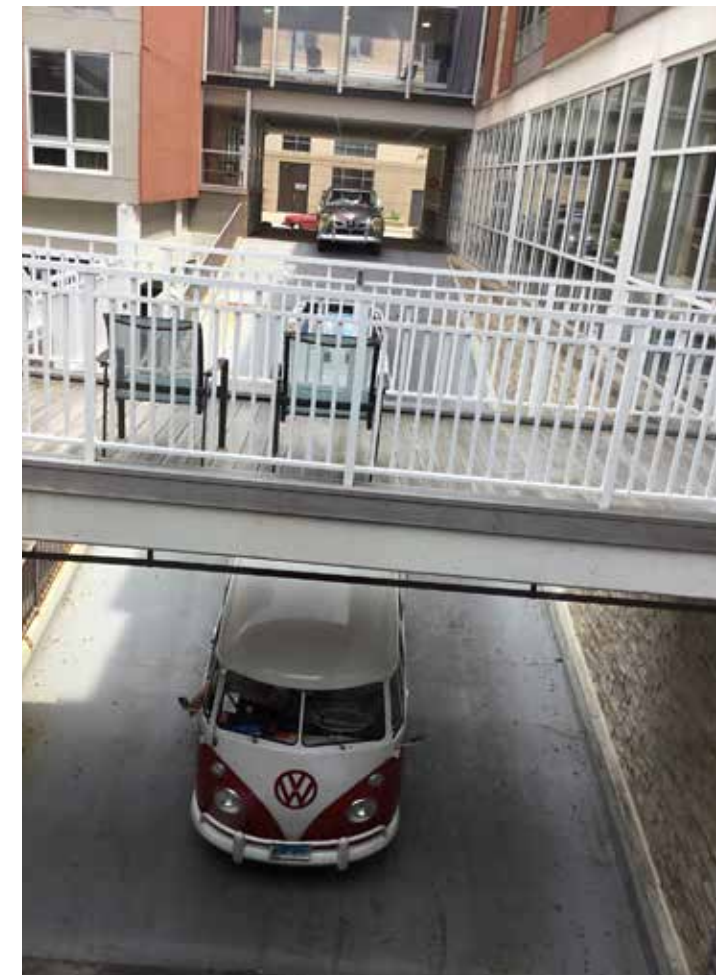
## Fathers Day Parade

Sometime back in the spring, our director, Russ Rodriguez, was asked to coordinate a Father's Day event for the residents of the Summit of Uptown, an assisted living community in Park Ridge. What clouds there were as participants were lining up didn't amount to anything and the parade went ahead as scheduled.

Afterwards, Matt Pahnke, Engagement Director at Summit of Uptown, who helped coordinate the event with our GIRCCA Director, emailed "Our residents loved the cars from your club!"



Cars AND residents assembling for the parade



Thank you to Jim Manak, Jr., Matt Pahnke, and Russ Rodriguez for their pictures of the event!

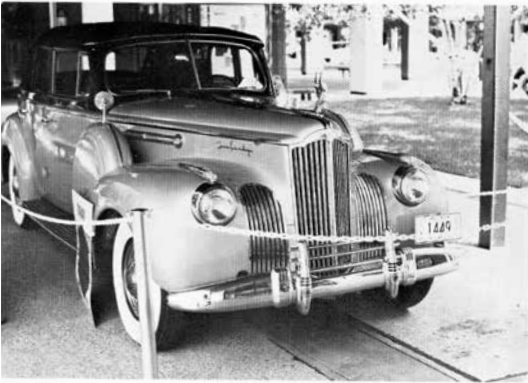
"On behalf of the Arbor Home and your GIRCCA board I would like to thank you for taking time out of a special day to give something back to those who cannot longer enjoy time behind the wheel of some of their favorite cars. You will be making a difference in many peoples lives and giving them another cherished memory." - Russ Rodriguez

Participants were: 1935 Packard Limousine: Russ Rodriguez, 1984 Mercedes 380 SL: Tony Stompanato, 1951 Studebaker Champion: Steve Roeme, 1965 VW Bus: Jim Manak, 1967 Chevrolet Camaro: Buddy Brabek, 1969 Cadillac Convertible: John McNabola, 1970 Buick Electra: Doug Harland, 1974 Lincoln Mark VI: Carsyn Rodriguez, 1965 Ford T-Bird Convertible: John McNabola.



Fathers Days Past - looking back

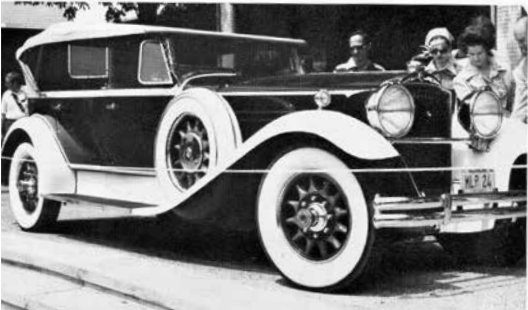
2014 Annual Father's Day Car Show



THE DASHBOARD  
MAY-JUNE 1979  
PAGE 19

"PACKARD COUNTRY--"

1941 Packard 160  
Convertible Sedan  
- John Rapasky



1932 Packard 900  
Convertible Roadster  
- Milo Phillips

Jim & Teresa Rich's 1932 Cadillac V-16  
1991 "Best Classic" Award



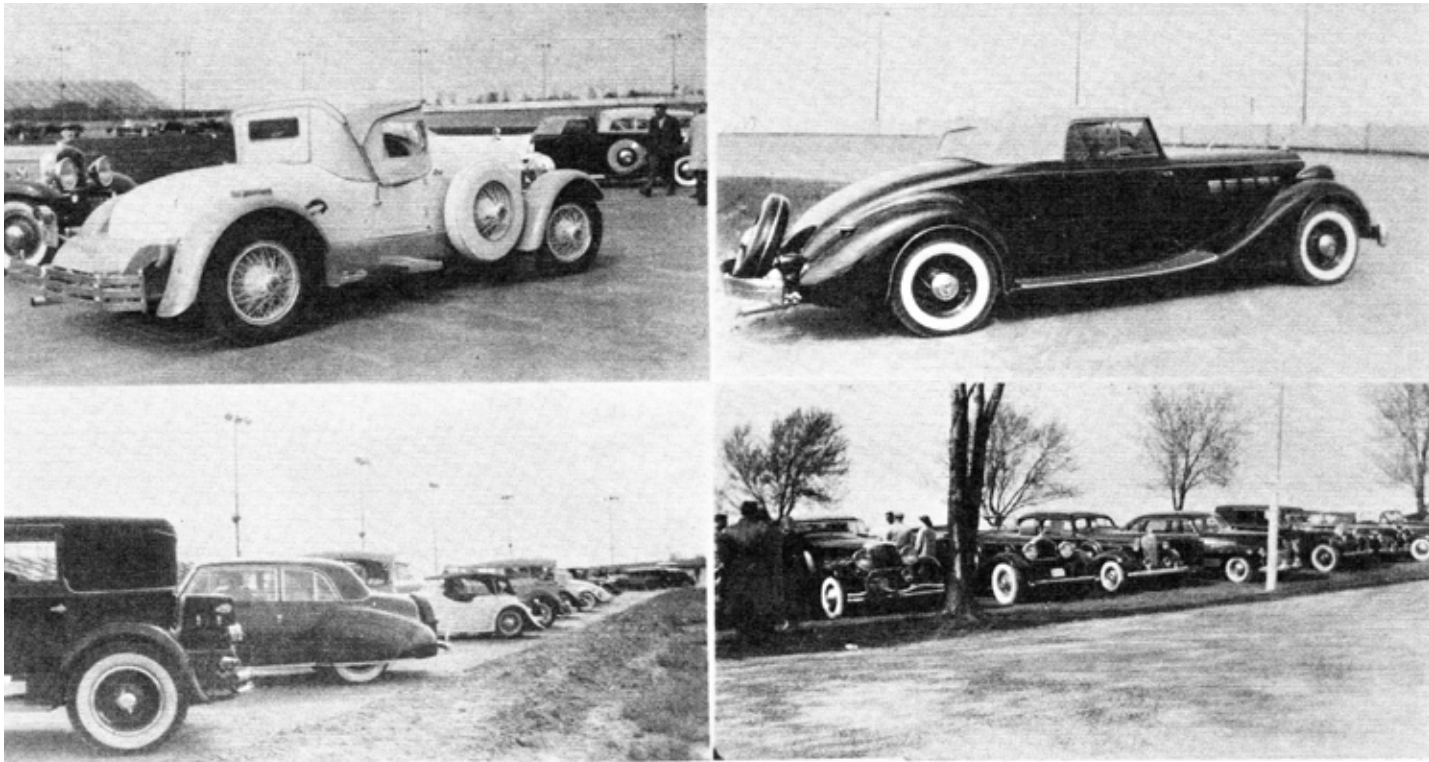
2012



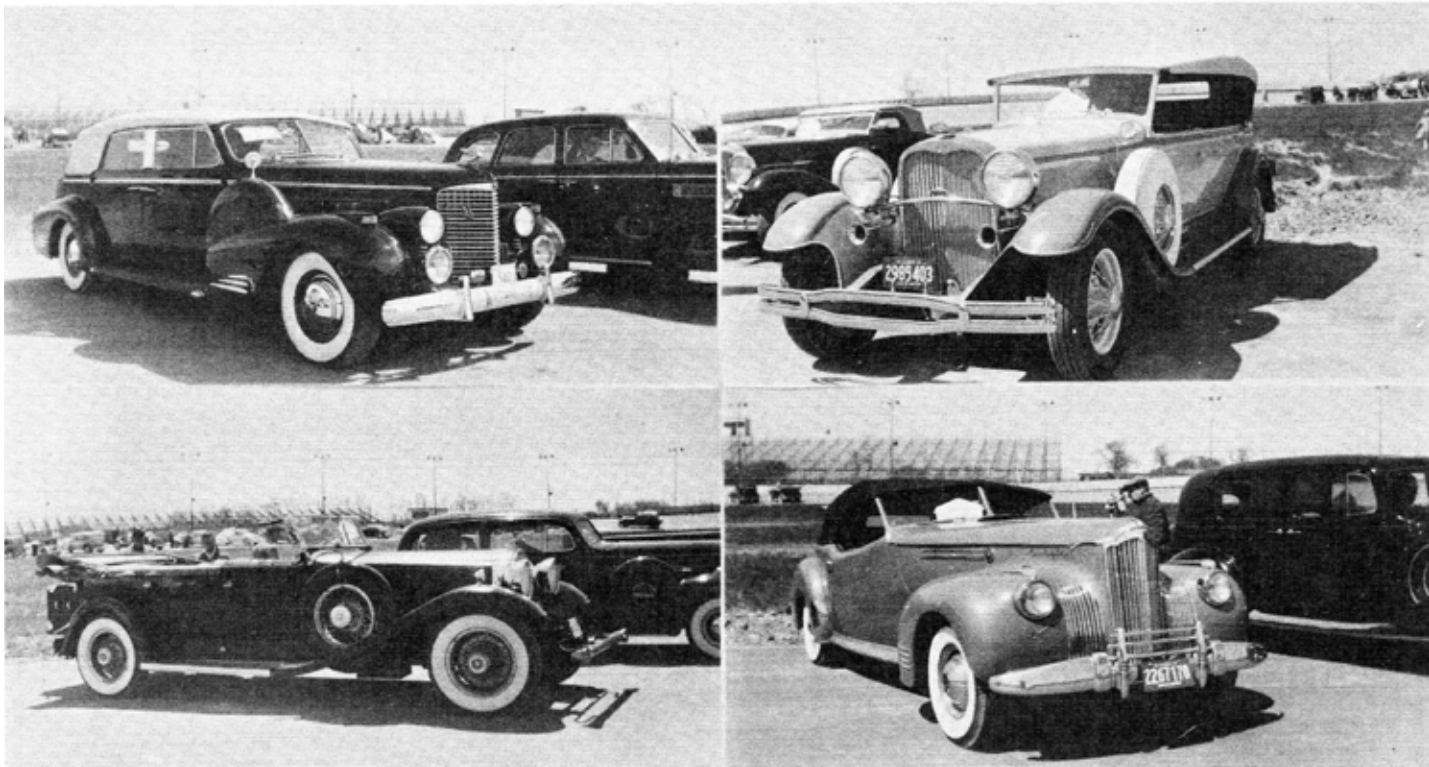
50th Annual Sunday, June 17, 2018



From the Archives



THE FIRST NORTHERN ILLINOIS REGION CLASSIC CONCOURS--MAY 4, 1957



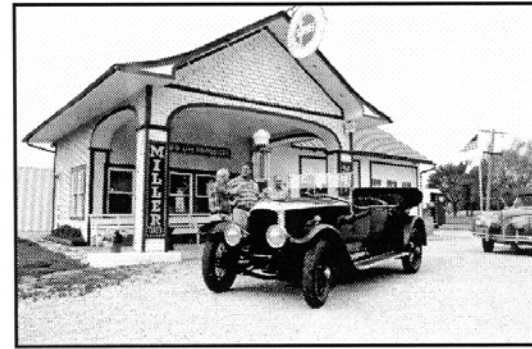
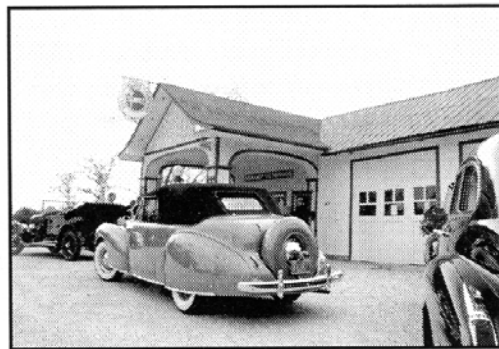


## Spring Tour - 2012

*These days, due to the Corona Virus, the only trips we have been taking are the trips down memory lane. Since we had to postpone our Spring Garage Tour, I thought I would reprint the review of the 2012 Spring Tour - a trip along a section of Rt 66. No doubt some of you were on this tour. I hope it brings to mind some good memories!*

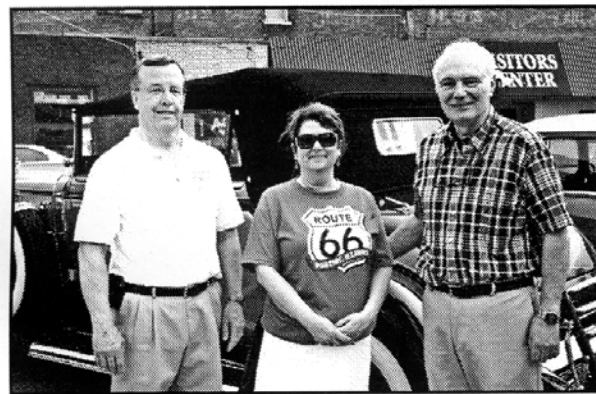
The Club was fortunate that the Spring Tour coincided with the annual Red Carpet Corridor Festival held along a 90 mile stretch of the original Route 66 in Illinois. The tour began Sunday morning, May 6th in Aurora and wound its way along some beautiful scenic highways to the first stop in Odell, IL.

Odell is home to a restored original 1932 Standard Oil gas station. The tour participants stopped there for the wonderful photo opportunity and a chance to stretch



their legs. A gift shop and museum inside the station offers an interesting selection of Route 66 and other historic items, along with refreshments.

It was then on to Pontiac, IL. Along the way, the tour passed one of only two restored 'Meramec Cavern' barn signs. At one time, many barns like this one along the original Route 66 were painted to advertise the Missouri destination.



*Pontiac Mayor Robert Russell and Tourism Director Ellie Alexander welcome the GIRCCCA to Pontiac.*

Our arrival in Pontiac was anticipated, and the tour was met at the city limits by a police escort. The group wound through the streets of Pontiac until we reached our reserved parking across the street from Pontiac's Route 66 Museum and the Livingston County War Museum. Pontiac Mayor Robert Russell, and the town's Tourism Director, Ellie Alexander, were there to meet the tour group and welcome us to the town and to the Red Carpet Corridor Festival.

## 2012 GIR Spring Tour, con't

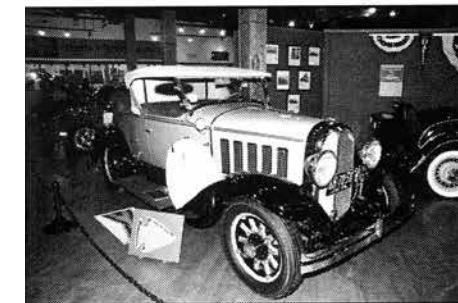
to the town and to the Red Carpet Corridor Festival. Each club member got a 'Welcome Kit' from the town for their participation.

Once there, the members and guests were free to create their own tour of the town's attractions.



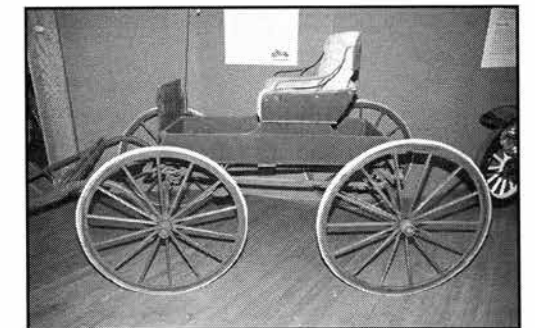
*Club members' cars are displayed prominently along Main Street.*

Pontiac's Route 66 Association Hall of Fame & Museum is dedicated to collecting and preserving information, photos and artifacts from the original 'Mother Road'. The museum is a treasure trove of long-forgotten businesses and attractions that once made a trip down Route 66 a memorable experience.



*A 1929 Oakland Roadster*

Pontiac, IL is named after the famous Native American Chief, and it seemed only logical that it should host a Pontiac/Oakland car museum. The museum traces the origins of the Pontiac and Oakland cars and includes a research library for restorers and historians.



*This early Oakland had limited horsepower, but got great mileage.*



*If it was on Route 66, chances are it is here now.*



*Pontiac's Route 66 Association Hall of Fame & Museum*





**“As I was saying....”**  
The way Jim sees it, his pursuit of BOUCs (“big old used cars”) was divided into two periods: before and after Betty.

The love of his life (along with cars, dancing, music and food - don’t ask in what order), Betty came along just after he’d made the pivotal decision to fine-tune the direction in which

he was headed. Cords, Auburns and Duesenbergs were all amazing - but his future lay with the exotic wealth of foreign marques to be experienced. Jim’s eye for beauty became drawn to makes like Alpha Romeo, Bentley, Bugatti, Delahaye, Hispano-Suiza, Horch, Mercedes-Benz, Rolls-Royce, Talbot-Lago. Cars from every one of these manufacturers passed through his hands, some staying longer than others. Seemingly, every single one of them had an interesting story to go along with their acquisition.

As discussed in the first part of this series, Jim quickly discovered that tasking associates in city jobs to act as his scouts paid dividends in locating available BOUCs: sanitation workers regularly patrolled alleys where abandoned vehicles could be spotted in garages or backyards. Another good source was commercial parking garages: the kind where cars are parked long term (top floors and basements especially) and often either forgotten or no longer needed when the owner moved on. These were two invaluable paths to the acquiring of rare specimens, often inexpensively, as the owners were relieved to shed the burden. Among the vehicles he acquired this way were a 1935 Horch convertible coupe, as well as a 1932 Auburn V-12 salon coupe. But it was the least oblique and random of methods - the classified ad - that ended up yielding his biggest score to date of all.

What made the event so momentous was the arbitrariness of it: there were three cars for sale that caught Jim’s eye, any one of whose sellers could have rejected his offers. He had by this time created a form letter he used for queries, where he would fill in the blanks: “Dear (blank); I saw your (blank) advertised for sale for \$(blank). I have \$(blank) in hand and was wondering if you would accept this.” Shotgunning out offers like this proved to be surprisingly effective at a time when electronic networking as we know it was decades away, and direct competition was still several years away. The market was just on the cusp of developing itself, so Jim could not have picked a better time to establish contacts throughout the country and in Europe, as well as his own reputation as a broker. The burgeoning collector car club

scene proved to be essential for making these connections “That was my internet,” he says.

The three cars he found listed on this occasion were in the classifieds in either Road and Track or Motor Trend - he doesn’t recall which. The first was a 1931 Marmon V-16 convertible sedan; the seller was asking \$2800. The second was a 1935 Duesenberg Model J convertible coupe, once owned by Mae West; asking price \$3500. The third was a 1939 Hispano-Suiza J12, with a Van Vooren body. Its owner was asking \$3000.

Jim fired off his form letters to all three parties: it was the Hiss owner who responded affirmatively to his offer of \$2500. The car was in California and had to be shipped to Chicago. For Jim, it was a game-changer: this was the vehicle that demarcated between the period of his more broad pursuit of BOUCs to his more focused quest for the exotic foreign brands. Symbolically, he had to sell his first car, the 1936 Cord, to pay for the work needed to bring the Hiss up to speed. (It needed a new top, paint and chrome.) With that, his first era had truly ended.

For Jim, the acquisition of this beloved Hiss also marked the wind down of his BB years: “before Betty.” Dancing and the variety of girls in his life made up his non-BOUC interests; among them a classmate named Bonnie Bovick. Bonnie ended up working downtown at Playboy (and, according to Jim, appeared in an issue). She stayed a friendly contact, even post-Betty; whenever the magazine needed a rare classic specimen to pose its models around for the magazine, or for the opening of a club or any other such prestigious occasion, Bonnie knew to call Jim. (One such example is the 1938 Rolls-Royce Phantom III V-12 rumble seat roadster that appeared in a fashion spread in the October 1963 issue. More on the acquisition of that particular vehicle in the next installment...) On another occasion, Jim himself was photographed alongside one of his cars in chauffeur attire



Bonnie Bovick, Jim’s Playboy connection, with his 1938 Hispano-Suiza J12..

but alas - the photo did not make the magazine’s final cut.

Betty never got to see this first Hiss - it was dealt away to consummate a rather spectacular deal that proved to play a large role in what Jim would look back on as one of the greatest days of his life. Like the deal for the Hiss, it came out of a print publication; not a classified ad as such, but a car club directory.



Jim and some “BB” friends (“before Betty”) with his first Hispano-Suiza - a 1938 J12.

Jim had begun to scour directories, making a practice of writing to everyone who owned anything of interest: “if you ever want to sell, you can call me.” This also proved to be a pretty successful tactic. But the 1957 issue was exceptional. In it, Jim spotted a pair of classic vehicles of German origin, owned by one Lt. Col. Edward J. (Father) Lambert - an army chaplain stationed in Stuttgart, Germany during the war. Before he was sent back stateside after hostilities ended, Lambert was able to pick up a pair of prewar luxury vehicles that seemingly no one was much interested in, in the face of the more immediate demands to rebuild the country after Germany’s surrender. One was a 1935 Horch 4-door convertible sedan; the other was a 1939 Mercedes-Benz 540K sport roadster. Horch was the luxury brand of a corporate entity that also included Audi. The Mercedes, in racing silver, was tuned up at the factory before Father Lambert had them shipped home by no less than Rudi Caracciola, Germany’s legendary Reinmeister during the pre-war years.

Lambert had relocated to Chicago and the headquarters of the 5th Army, located during the 1950s at the Regents Hotel on north Lake Shore Drive. He may have been a man of God but he was also a man: his joining a car club and listing his holdings played right into Jim’s hands. Upon reading what Lambert owned, Jim was moved to send a one-of-a-kind appeal directly to the holy man:

*“Dear Father:*

*You are causing me to live a life of sin. I am breaking one of the commandments, for I covet your cars. Please sell them to me so that I can receive communion.*

*Bless you.”*

As Father Lambert told him in their subsequent conversation, “You made me laugh.” However, he was not ready to sell - just yet. It would take time and a transfer to Iowa before that day came, about a year later. Only then, the deal was brokered: he was asking \$5000 - for both cars. Clearly, the supercharged 5-speed 540K was the star attraction between the two, so Jim asked him how much he wanted for just the Mercedes. The price was the same: \$5000. Jim recognized that, as pretty as the Horch was, it wasn’t really the “fun” car he was interested in; nonetheless, a deal’s a deal. The cars were in Lambert’s hometown of Cincinnati, so a flight out of Midway was necessary for getting the Horch on a flatbed headed for Chicago. As for the Mercedes, Jim and Lambert agreed to drive it back themselves.

The acquisition marked the occasion where Betty O’Connell became directly drawn into Jim’s automotive world. Betty was a student at St. Xavier College, in pursuit of a teaching degree. The two were introduced by a mutual friend, Fran Romeo, at a dance held at a southside establishment operated by an ex-boxer, Hurricane Jackson, called The Leather Glove. On that night, Jim and Betty didn’t pair off - that would take a little time. Jim insinuated his way into her life over time by offering to drive her to and from school, justified as a safety precaution in a “bad” southside neighborhood. But the connection was there - and it grew. The two palled around together, and so it was that she was on hand, driving Jim to Midway to fly out to Ohio with Father Lambert. He recalled the three of them having lunch together at the airport restaurant before the flight: “Everything was so romantic.”



Jim and Betty O’Connell



## Jim's Story (part one) continued

Jim was leaving Betty behind but it wouldn't be for long...

Father Lambert was particular in how he wanted the payment: broken into 5 checks for \$1000 each, which were in turn distributed to a series of specific parties: his mother - his brother - a veterans group - the parish, and so forth. Jim recalled Lambert as a tall, good looking man who cut a striking image behind the wheel, sporting a sharp beret. He discovered after they parted ways that the chaplain had left the beret behind, and for years afterward, Jim wore it himself as he toiled around in those amazing cars. With his life starting to take on a particular pattern, friends were starting to talk. The guy they knew who'd go out dancing three or four nights a week, all over the city, had become scarce. "Something's wrong with Jim. All he does now is work on BOUCs in his garage, or spend time with Betty O'Connell."

'Twas true. With two spectacular new acquisitions (the 2-seater Benz especially), she was quickly becoming used to this alluring world Jim was living in as he squired her around town. He took her to the Elkhart Park Auburn-Cord-Duesenberg meet-ups as a weekend immersion experience, and Betty took to it as though she'd been raised in classic car world. It was on one of those occasions that Jim did what he'd become well-accustomed to doing by this time

in his BOUC world: put an offer on the table: "Why don't we make this more permanent?" She was agreeable, but demurred for the moment: she had plans and ambitions of her own and one of them was completing her education. This came upon her graduation in 1959. In the meantime, there were plenty of other cars to flip. If you might be wondering what Jim was doing with all the cars he was acquiring, the answer is, storing them anywhere he could find. One such garage he was able to rent out belonged to Betty's family. "I mooched everybody" he laughs.

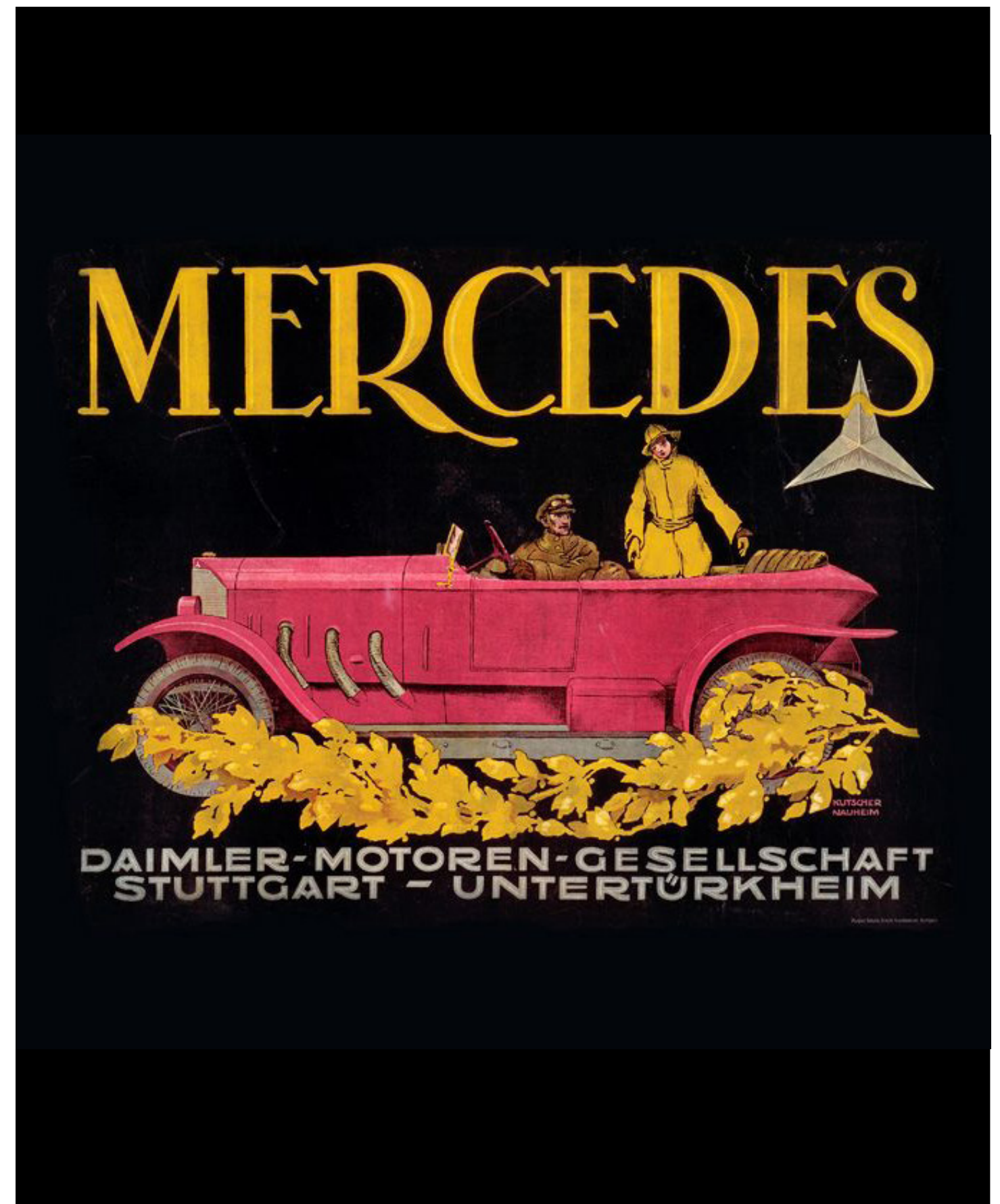
By the time the big day came in August 1960 and with plans for a honeymoon in Europe as part of the overall itinerary, Jim had successfully laid the groundwork for mixing pleasure with his business. He'd been corresponding with a number of car brokers much like himself in advance of the trip, throughout the countries in their travel plans. The relationships developed would serve him in good stead for years to come. But that was all down the road: what mattered to him most was the most important deal that he'd ever put together: joining with Betty as husband and wife on a fine summer day in 1960. It represented the culmination of two paths converging, which henceforth would proceed as one. *Coming next: honeymoon in Europe - a Duesenberg deal - a model Mercedes*

*Part Three of Jim DeBickero's Story will appear in the next issue of The Dashboard.*



above photo: Wedding Day August 20, 1960; outside St. Theodore parish, with Jim and Betty in Father Lambert's former 1935 Horch, alongside the 1939 Mercedes-Benz 540K.

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](http://www.somethingaboutthebeatles.com)







**Mercedes Benz 1939 540K Special Roadster by Sindelfingen**

This picture of Jim Debickero's Mercedes, purchased from Father Edward Lambert, a chaplain with the 5th Army was taken at Rainbow Beach, in Chicago.

Introduced at the 1936 Paris Motor Show, the Friedrich Geiger designed car was a development of the 500K, itself a development of the SSK. Available as a both a two- and four-seat cabriolet, four seater coupé or seven seater limousine (with armoured sides and armoured glass), it was one of the largest cars of its time.

The 540K had the same chassis layout as the 500K, but it was significantly lightened by replacing the girder-like frame of the 500K with oval-section tubes.

Three chassis variants were available: two long versions with a 130 in wheelbase, differing in terms of powertrain and bodywork layout; and a short version (117 in). The long variant, termed the normal chassis with the radiator directly above the front axle, served as the backbone for the four-seater cabriolets, the 'B' (with four side windows) and 'C' (with two side windows), and for touring cars and saloons.

The shorter chassis was for the two-seater cabriolet 'A', set up on a chassis on which radiator, engine, cockpit and all rearward modules were moved 185 mm (7.3 in) back from the front axle.

The Sindelfingen factory employed 1,500 people to create the 540K, and allowed a great deal of owner customization. Only 70 chassis were ever bodied by independent builders.

Baroness Gisela Von Krieger used a 1937 Mercedes-Benz 540K Special-Roadster to escape Nazi Germany just as the war broke out. Other owners of Special-Roadsters were Hermann Goering and Jack Warner (of Warner Brothers fame).

The Special-Roadster was built only to special order. Twenty-six were completed before the war.

## Cover Car Year – 1939

January 5 – U.S. Aviator Amelia Earhart officially declared dead, 18 months after her disappearance

January 24 – An earthquake in Chile kills 30,000 and razes about 50,000 sq mi

February 10 - Pope Pius XI dies of a heart attack in Rome. He was the first sovereign of Vatican City from its creation as an independent state in February 1929

February 15 – The movie *Stagecoach*, directed by John Ford and starring Claire Trevor and John Wayne premieres in New York City and Los Angeles

February 18 – The Golden Gate International Exposition opens in San Francisco. A World's Fair, the exposition ran from February 18 through October 29, 1939

March 3 - Students at Harvard University demonstrate to reporters the new tradition of swallowing goldfish

April 14 - John Steinbeck's *The Grapes of Wrath* is first published in the U.S.

April 30 – The 1939 New York World's Fair opens. Nylon fabric, the View-Master, Scentovision, and a keyboard-operated speech synthesizer were introduced

May 1 – Batman, created by Bill Finger and Bob Kane, makes his first appearance in Detective Comics #27.

May 20 – Pan American Airways begins transatlantic mail service with the inaugural flight of its Boeing 314 flying boat Yankee Clipper: NY to Marseille

June 24 – Siam changes its name to Thailand, which means 'Free Land'

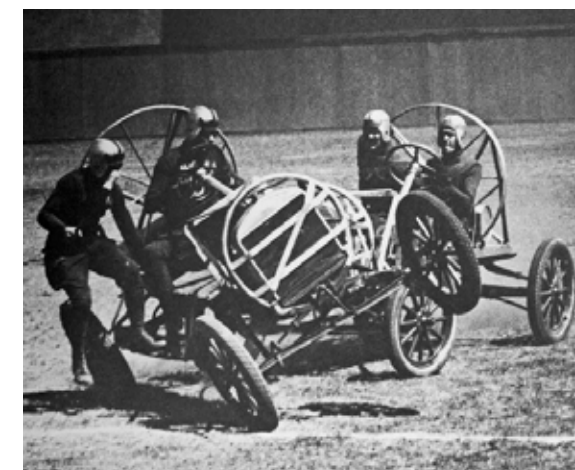
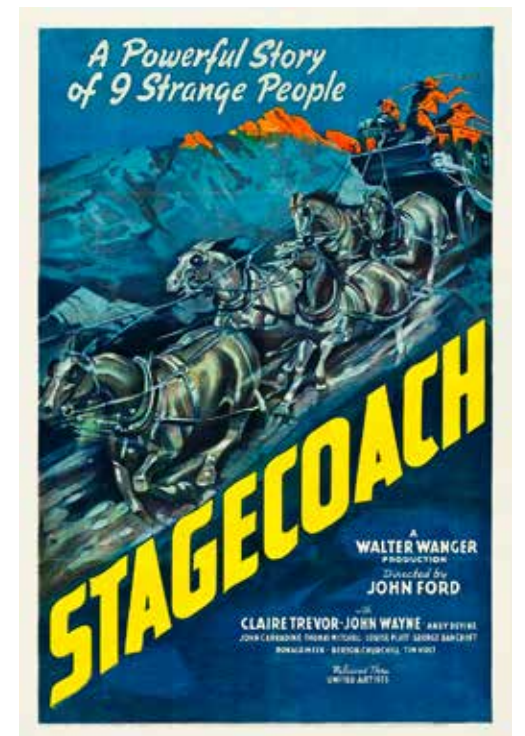
June 17 – the last public guillotining in France

August 15 – MGM's classic musical film *The Wizard of Oz*, starring Judy Garland premieres at Grauman's Chinese Theatre in Hollywood

September 3 - Ocean liner SS Athenia becomes the first British civilian casualty of the war, when torpedoed and sunk by German submarine U-30 in the eastern Atlantic. 98 passengers and 19 crew are killed

December 15 - The epic film *Gone with the Wind*, starring Vivien Leigh, Clark Gable, Olivia de Havilland and Leslie Howard, premieres at Loew's Grand Theatre in Atlanta.

General Motors introduces the Hydra-Matic drive, the first mass-produced, fully automatic transmission, as an option in 1940 Oldsmobile automobiles.



(left) **Auto Polo** They used mallets and a basketball as a polo ball. The idea was to make the cars roll over ... both guys had to jump out and then the car would go over [at least they have helmets on].

The image is from 1939 and was published in 1980 in a book titled, *San Francisco 1939: An Intimate Photographic Portrait*. The photographer's name is Seymour Snaer.



(right) Cars on display at the October Automobile Show at Pan-Pacific Auditorium. Many 1940 models eliminate running boards, introduce several two-tone color combinations, and wider and higher windshields." They also use "fewer spokes in the steering wheels to insure the driver a more unimpeded view of instruments."

Photo from Los Angeles Times Archive / UCLA first published in the Oct. 15, 1939, LA Times.





*Jim's Trailer, back home after our test drive. The silver lump on the top center of the trailer is a wad of crumpled aluminum.*

## The Mission

My son Sean and his friend Daniel discovered that neither of their wives were excited to have a wood shop in either of their basements. The family business both guys work for needed some storage space and rented a 30' x 60' industrial condo. The office was partially demolished and that space is now allocated to their wood shop. Equipment had to be moved. We packed up the trailer a day earlier, just in case something came up.

## Surprise

On Wednesday 21 July we took a test drive of my brother Jim's trailer loaded with the woodworking equipment to check trailer stability based on load distribution. We were doing highway speeds on Route 53. The test was fine.

My son, Derek, was driving and commented that the truck was having trouble accelerating; "I have my foot to the floor Dad". I thought not much of it. It is a well-worn Silverado with a load in its bed and a trailer load behind - no race car. Besides, we were going uphill on an on-ramp.

When we were back home, I happened to look over at the rig from the other side of the circular drive. *Holy ripped open beer can Batman!* The front of the trailer's roof was rolled back.

In retrospect, perhaps our aluminum roof "sail" was deployed. There was no seeing the roof in the mirrors while driving, as it is a tall trailer. No noise in the cabin of the truck with windows closed and AC on. Yet we had a conversation about hearing a brief noise. Unknowingly, the roof had peeled open like a sardine tin, and was halted only by the roof vent. The way the roof was peeling the vehicles behind us could have been face slammed with a giant piece of aluminum had it not been for that well screwed down

roof vent!

125 stainless sheet metal screws, 3 tubes of calk, 1 aluminum patch and 8 labor hours later, the roof was attached again. It had the same quality fit and finish you would expect from unwinding a sardine tin and resealing - not pretty. There were now screws along the parameter and across the roof joists in front of the vent.

## Backstory

Some years ago, the front of the trailer tried to occupy the same space as a low overhang: Overhang 1, Trailer 0. The trailer was repaired twice by two different trailer shops. Second time due to water leaks.

## Techie stuff

The roof sheet is inserted in a perimeter aluminum extrusion that has grooves to retain the aluminum roof sheet. The extrusion's cross-section looks somewhat like a capital letter "F". The junction of the extrusion and the sheet were continuously calked. In key locations there were a total of 6 screws attaching roof sheet to extrusion. The aluminum roof tore out from under the screws. The power of wind under a large sheet of thin metal did the trick.

The roof rafters are rectangular aluminum tubes. Double sided foam tape and a thin bead of calk "retained" the roof sheet to the tube. But not in this case. (Some of the connections to the rear of the vent were no longer connected either.) Portions of the rafters had stuff that looks like double sticky foam window insulation - not the same stuff as in other places.

## Mission Accomplished

Friday the 24th, as originally planned, Ann and I took the truck, trailer and equipment to its new home North of Indianapolis.



My 40 year old dream of a permanent wood shop has been realized through my son and his friend. The machines are no longer squirreled away in garages where setting them up was a project in itself or they were never used. Access for me is a long drive, but they will get good use of it. The machines are now in a heated and air conditioned space.



*Looking down(left) and looking up (above)*

## Post trip

The trailer is at the shop to get its entire roof replaced, fortunately covered by insurance.

If you own an enclosed trailer, you might want to check out its roof integrity - just for the heck of it.

jctaylor.com
1-888-ANTIQU

J.C. Taylor  
 INSURANCE

Unparalleled Claims Service

Ease of Doing Business

Agreed Value Coverage

Insuring Your Vehicles For Over 55 Years



If You're NEAR...

by Charles Falk



**Hershey** in South-Central Pennsylvania...I recommend a visit to the A.A.C.A Museum located there. Hershey is about 15 miles east of the state capitol of Harrisburg. A few years ago, my wife, Joan and I made a detour on our way home from a trip to New Jersey that resulted in our touring the museum. But the museum was not the reason we went to Hershey. We had seen a wonderful PBS program which featured the fabled Hotel Hershey, which so impressed us that we wanted to see the place in person. Once there, we recalled that the AACA Museum was also in Hershey and made the effort to see it as well. After seeing the museum, we concluded that it probably should have been our first reason for a visit to Hershey.

Many CCCA members know about and have toured this museum, so this piece is aimed at readers who may not know about or who have not yet considered visiting it. **Origins.** The A.A.C.A. Museum, Inc. was brought into being in 1993 by an enthusiastic group that included many members of the Antique Automobile Club of America and

Personally, of the museums I have seen, it is one of the best. **Mission and Vision** “The AACA Museum, Inc. at Hershey is dedicated to the preservation and presentation of motor vehicle history in a manner that provides for the education and entertainment of our guests. Our goal is to deliver a world-class automotive experience through innovative and interactive exhibits that appeal to all ages and illustrate the historical evolution and potential future impacts of one of the most culturally influencing design innovations of modern times.” **The Facility** The museum encompasses about 71,000 sq ft of space disbursed over three levels. Some exhibits and features are “permanent,” and others are “special” and/or “temporary.” The latter type usually are put in place for varying lengths of time to celebrate a theme or an event.

**The Collection’s “Focus”** While there is more to the overall collection, the primary focus is upon distinctive and special interest “antique” cars, which are twenty-five or more years old. Occasionally, a newer car, if it is “special” in some way, may make an appearance. The collection is dominated by American-made automobiles, but a relatively small number of foreign-made cars are shown. Readers who are CCCA Members may like to know that the museum owns about a dozen “Full Classics” that include Packards, a 1928

Pierce-Arrow Model 36, and a 1938 Lincoln, by Brunn. Other classics occasionally appear in the museum on loan. **Collection and Contents** At any one time, the museum will have about 120 vehicles on display. Antique automobiles are, of course, the main “draw,” and there are usually about 90 of them on display. Also shown are a few trucks, motorcycles, and a significant vintage motor bus collection. Most vehicles are presented in dioramas, in sets, or amidst other interpretive backdrops. In most settings, visitors will typically find automobilia or other interesting artifacts. **The Annex** Adjacent to the museum’s main building is a large annex where vehicles not on display are stored. The space accommodates an additional 75-85 museum-owned, collectible vehicles that are being restored or awaiting a

members of the Hershey Community. Over time, plans were made and enough money was raised to construct a “world class,” purpose-built museum which opened to the public in 2003. Today, The AACA Museum, Inc. is an independent 501 (C) (3) non-profit organization and is not affiliated with The AACA (the club). Both organizations operate in separate facilities in Hershey. **Reputation** Narrative on the museum’s website informs that it “displays beautifully restored vehicles in life-like settings representing the 1890’s - 1980’s.” Further, it has been “recently recognized by Road & Track and Auto Classics as one of the top automobile museums in America.” It is also significant that the museum has been recognized by the Smithsonian Institution as an “Affiliate Museum.”



chance to be rotated into the main building when special, “themed” exhibits or events are implemented. On the hour, and for a small additional fee, visitors, accompanied by a docent, can walk through the annex, and see cars and other vehicles in it, and hear stories about them.

**Planned Special Events** Special collections, exhibits, and events created by museum staff contribute materially to the overall significance of the museum experience for automobile enthusiasts; and they provide reasons for people to make frequent return visits. All visitors will likely appreciate the opportunities for interactive experiences which are available at various points in the museum.

As this is written, the museum staff is planning to stage the following events during 2020

• **Cars of First Responders and Essential Workers**

Inspired by the pandemic, this special exhibit will feature police cruisers, ambulances, fire service vehicles, and equipment associated with those who step up and help in community crises and emergencies.

• **Yeah, It’s Got a Hemi!**

One might think this exhibit would be a paean to various Chrysler Corporation vehicles from the 1950’s through today, which are well known for their “Hemi-powered” muscle cars. As it turns out, the basic design of hemispherical combustion chambers was used in car engines as far back as 1901. Thus, Chrysler products will be shown along with many earlier cars that featured Hemi engines.

**The Main Gallery** Immediately upon entering the main level, visitors find themselves in the dramatic, 100-foot-tall Smith Rotunda, which quickly introduces several attractive vehicles and gives a sample of what is to come. From there, one moves into the Main Gallery, where the design creates an opportunity for a visitor to meander through roughly the first eight-plus decades of automobiles in America. Many decades are recalled via giant murals painted by a long-time museum volunteer and each are symbolic or reminiscent of that time. In each case, the museum staff tries to place cars

in these settings that were on the road during that period. The journey begins with a stop in New York’s Battery Park in about **1900** and includes selected cars from that time frame. The “star” of this part of the exhibit is the oldest vehicle in the collection, an 1895 Benton Harbor (nc) which is believed to be the first automobile “built from scratch” in the U. S. and is documented to be the oldest race car in the U.S. Another car in this area is an unrestored 1913 Buick (nc) which is of interest because the car remained in the hands of the same family until it was given to the museum.



From there, the visitor can move on to the **1920s** and rural Pennsylvania where cars of that era are presented in the context of what Hershey, PA looked like at that time. A 1924 Moon (nc) is currently shown in this setting. The backdrop for the exhibit shows many structures from the period which still exist in Hershey today.



As one leaves this area on the main floor, an interactive display tells the story of a Mr. Frank Hartmaier. Mr. Hartmaier, at age 17, bought a new 1929 Model A Ford (nc) and kept it for his entire life. He carefully maintained the car and put an estimated 600,000 miles on it. He drove it right up to a few months of when he died at age 80 and, as per his wishes, the car, with its original engine, was given to the museum. The museum tells this story as a way of illustrating the “connection” that can exist between people and their cars.



## If You're NEAR...

continued

Next the visitor can make a stop in Miami, Florida during the **1930's** at which time colorful art deco design flourished. Among the cars in this setting are a 1934 Brewster and a 1938 Lincoln V12, by Brunn. Nearby, a bright yellow 1969 Plymouth Barracuda (nc) outfitted with a somewhat matching, multi-colored floral vinyl roof reflects the "vibe" of the area. The interior of the car was outfitted with upholstery and trim in the same pattern and colors. Supposedly the design was obtained from a company that made shower curtains.



For a taste of the **1940's**, the visitor can pull into a class gasoline station of the era, offering Atlantic Hi Arc brand gas, Pennzoil brand oil, have fluids and tire pressure checked and the windshield cleaned. Currently, a 1941 Chevrolet (nc) convertible is shown gassing up. Nearby, a 1938 Autocar (nc) tanker truck is posed as it is about to re-fill the station's underground supply tanks. This is a great scene that will surely evoke nostalgic thoughts among older museum visitors.

The **1950's** are represented by an example of the Drive-in Movie Theatre. In this set, a period movie is racked up and being shown, and a snack shop, like those that visitors may remember as places to get popcorn and cokes during intermission, is also an element. The design is characteristic of several such drive-ins which existed within an hour or two's drive from Hershey at one time. Several autos of the period are shown in front of the movie screen.

The museum creative team chose a "Route 66" theme to connote the tempo of the **1960's**. The exhibit shows the facade of a motel of that era that could be in New Mexico or Arizona which would have been typical of a motorist's options for over-night lodging. The set also includes the facilities of a "Shady Motors," which represents a small-town auto dealer's sales/service facility - where a motorist might get some repair work done before they headed further west on Route 66.



One of the cars that is a focal point for this exhibit is a 1970 Chevelle SS (nc) with the big LS6 engine. That car has been significantly restored with the cooperation of students from a nearby technology college.

The final stop in the automotive history tour brings the visitor to **1970's** San Francisco, California and onto the Golden Gate Bridge. The bridge's huge image looms in the background and showcases several muscle cars popular at that time. A 1970 Dodge Charger (nc), a 1969 Pontiac GTO (nc), and a 1969 AMX (nc) are flawless examples in this scene. The exhibit notes that the AMX was the only one of the 1960's-1970's muscle cars that was a two-seater.

Because the time for this set lines up nicely with "The Age of Aquarius" in America (Late 60's-Mid 70's), an era that featured colorful tie-dyed tees, "flower power," "free spirits," and "muscle cars," museum staff have placed a re-creation of the psychedelically-painted, symbol-laden 1962 VW Microbus (nc) known as "Light Bus" within it. The artist-painted bus drew notoriety after its appearance at the famed Woodstock Music Festival in August, 1969. It is believed that the "vibe" of that era was influential on car design and also influenced a trend wherein cars and their interiors began to offer colors and fabric designs that were not widely used in the past.

There are a few other vehicles that should be highlighted. First, the museum does own and shows a "Woodie;" a nice 1941 Ford (nc). Next, two DeLoreans (nc) are on display. One is museum-owned, and the other is on loan. Finally, the museum received the donation of one of the Hershey



"Kissmobile Cruisers" (nc). This is a 12-foot-tall, 26-foot-long custom-made vehicle with three oversized Hershey Kisses rising from its bed. These have long been used for promotional purposes by the Hershey Chocolate Company. The vehicle is frequently parked in front of the museum.

### Special Collections and Temporary Exhibits

**The Cammack Tucker Gallery** is a relatively new and significant addition to the museum collection that was not in place when I visited it. The focus in this exhibit is the 1948 Tucker (nc) automobile that was the innovative brainchild of businessman, Preston Tucker. Mr. Tucker was told that he could not pull off the introduction of a totally new type of automobile in a market then dominated by the "Big 3" of the auto industry: Ford, Chrysler, and GM. Both parties were right. Mr. Tucker did enter the industry and his company produced 51 automobiles, but he could not stay in it. Almost immediately after start-up, his company foundered by reason of financial difficulties.



In the 1970's, David Cammack, a real estate entrepreneur, became interested in collecting Tucker autos and, as Hemming's Motor News wrote in 2007, "David Cammack has produced a collection that has no equal." Others have called Mr. Cammack "the foremost collector and historian of Tucker automobiles." The core of the Cammack Collection is three fully restored Tucker automobiles. Of the 51 cars originally produced, 47 are known to survive; and three of those are in the Cammack Gallery in Hershey.

The Gallery also houses a full "test chassis" from the Tucker factory floor, and an interactive installation where a visitor can be seated in a mock-up of a Tucker's front seat, with dashboard and steering wheel and then experience driving a Tucker around on streets in a major city in the early 1950's.

In addition to the cars, the collection includes parts, engineering drawings, sales promotional materials and memorabilia. The museum has a full-size fiberglass replica of a '48 Tucker that it sends out to car shows and exhibitions. All these are shown in a re-creation of what a Tucker Automobile Dealership would have looked like in

1948. Mr. Tucker sold franchises to would-be dealers and had developed plans for what dealerships were to look like. But, because of the quick failure of the Tucker Corporation, none were built. It was these dealership design plans that allowed the museum to create the replica for this exhibit.

When Francis Ford Coppola wanted to make the Hollywood film "Preston Tucker: The Man and His Dream," in which Jeff Bridges played the role of Mr. Tucker, he asked Mr. Cammack if he could borrow a couple of Tuckers for use in the film. Mr. Cammack responded positively and sent two of his Tuckers to Mr. Coppola for that purpose.

It was David Cammack's wish that, upon his death, his Tucker collection would be sent to the AACA Museum.

**The Replica Machine Shop** is an adjunct to the 1900 era Battery Park display. It presents a view of the only resource early automobile owners had when their cars broke down. There were no NAPA auto parts stores, no Midas Muffler Shops, and no automobile dealerships as we now know them, to which one would go for repairs. The local machine shop was the only option. It could bend metal, forge fittings, and generally create the solutions needed for repairing early autos. This interactive display allows visitors to view the set-up of such a shop, and several pieces of equipment and how they work.

**The Williams-Clyne Showroom Gallery** is somewhat of a hybrid, in that it is a permanent exhibit with revolving content. The gallery has been built to resemble a typical automobile dealer's showroom as one might have been in the 1950's. The museum invites representatives of the national automobile clubs which are devoted to a particular marque - Ford, Buick, Packard, etc., to take over the space for a six month period and place cars of that make in the gallery along with signage, posters, banners, sales brochures and the like, thus making the place look like it might have been a dealership for that brand of car.

By accepting an invitation to use the space, an auto club gets a project it can use to engage its members in a significant activity. A club that seizes upon this opportunity gets to publicize itself; and to possibly create interest among enthusiasts who may want to join it.

As this is written, five clubs have accepted the invitation. Currently using the space is the Colonial Chapter of National Desoto Club, Inc. Among many other things, the club has placed 1930, 1953, and 1961 models of the De Soto (nc) in the space for visitors to see and to illustrate aspects of the story of this marque.

**The Pennsylvania State Police Exhibit**, "To Serve and Protect" is a nod to the work of the Pennsylvania State Police and shows state police patrol cruisers that were in service at varying times within the state. A state police Harley-Davidson motorcycle is also part of the exhibit.



## If You're NEAR...

continued

**The Bus and Motor Coach Collection** aims to illustrate “how the motorbus industry occupies a vital place in the history of the everyday life of the American public.” In January 2020, the museum finalized a merger that makes The Museum of Bus Transportation a part of the AACA Museum, Inc. and assures that a permanent collection of motor buses will be on display.



The museum is believed to have the largest collection of full-sized motor buses in the nation. On average, the lower level allows for a dozen “highway haulers” to be displayed indoors - along with related materials and exhibits about the bus industry. Several buses on display ran their routes in the early 1900’s. Others are “celebrity buses” that have been featured in Hollywood films. One bus was used in the Keanu Reeves film, “Speed,” and another was prominent in the Tom Hanks film, “Forrest Gump.” The collection also includes about 5,000 scale model or toy buses.

**The Flo-Inn Café** In keeping with its automobile/driving theme, the museum has obtained and re-assembled a full-sized prototypical road-side café, the “Flo-Inn Café” (circa 1941) and installed it in its lower level. It is the kind of place where travelers could stop for a bowl of soup, or a burger, fries, and a malt. There were no tables, hungry motorists sat on stools at a lunch counter as they listened to music on a juke box while they ate. A restaurant company planted look-alike versions of along roadsides in many parts of the country. As with others, this exhibit is well-done and likely to evoke many memories among visitors.

**Model Railroad Installation** “Roads to Rails” is large model railroad set up that is part of the permanent collection. Located in a separate room on its lower level, it includes several interactive features to engage visitors, and has trains passing through backdrops like farms, mining operations, a car wash, etc. Volunteers totally maintain and show this exhibit. Big and little kids alike should enjoy this.

**“Remembering Road Maps” Display** is a significant presentation of vintage road maps on the museum’s main level and is a part of its permanent collection. It aims to illustrate how important these documents were to the motoring public in the time before GPS became common

accessories in motor vehicles. Presumably, younger visitors will not believe that gasoline retailers gave maps like these to motorists at no-charge.

**The “Horn Button” Collection** is a new, relatively small, collection of automobile “horn buttons,” many of which are highly decorative. Displayed on its upper level, they are now part of the permanent collection. For those reacting to this news with a “huh,” horn buttons were found in the center of most steering wheels in the 1930’s, ‘40’s, ‘50’s and ‘60’s. These buttons were pressed to beep the horns of automobiles in those times. I have not seen similar collections in other car museums.

**The Hood Ornament Collection** is also displayed in its upper level. The AACA Museum, like other museums, has a collection of about 400 automobile hood ornaments. These are always of interest because the elaborateness and uniqueness of their design tends to be eye catching; and because we cannot imagine such things as components of contemporary design.

### Summing it Up: The Bottom Line

In preparation for writing this overview, I looked at what several other visitors had to say about the museum. One person wrote: “I have no doubt that any car enthusiast would love the museum, but there is enough unique historical information here that anyone interested in history, should also enjoy the visit.” Among other reviewers, one comment appeared repeatedly; folks were impressed by the friendliness and helpfulness of the museum’s staff members and docents.

Another frequent comment reflected the appreciation visitors have for the level of detail and fine conditions found during their visit. I certainly agree with these comments; and I will readily admit that this is among the best of the thirty-plus auto museums I have visited. Visitors are advised to arrive at least an hour before closing to allow for ample time to explore the museum. I suggest that those planning to visit the museum allocate two hours for that purpose.

As many auto museums do, the AACA Museum welcomes donations of automobiles and other vehicles that may enhance the collection. Monetary donations are also helpful. If one wants to help the museum over a longer period, you may want to become a member there.

Apart from the museum itself being excellent, there is much to see and do in and around Hershey, PA for the whole family. Being able see a fine automotive museum and then moving on to take in other attractions is a compelling entertainment package. If one is traveling with a family, many of the “other things” in Hershey should appeal to them - especially kids. Following are a few suggestions

**The AACA Library & Research Center “America’s Automotive Library”:** For the automobile enthusiast, the AACA Library may be the first of the “other” things worth seeing in the Hershey Area. Created in 1977, it is an organizational unit of the club, which was founded in 1935.

The aim of the AACA is promoting the preservation and enjoyment of automotive history of all types. Its website indicates that it is the oldest automobile club in the U.S.

As this is written, the library is finishing construction on a new 35,000 sq ft building (near Hersheypark) that will enhance its capabilities and services. The website further indicates that library visitors may have access to three million items - many of which are not extant elsewhere, including periodicals and magazines, sales brochures, owner’s manuals, special collections, shop manuals, marque-specific books, and more. Although not a car museum, the library does have a small collection of significant automobiles that it can use in conjunction with special events or exhibitions.

Entry and access to the AACA Library and its materials is free. Although located about one mile from the AACA Museum walking between the two locations is not practical.

**The Hershey Car Shows:** The Annual Meeting of the AACA (the auto club) is held each February in Philadelphia. If one attends that meeting, one could make a less-than-two-hour drive (about 95 miles) to Hershey.

**The Elegance at Hershey:** Each June, what Classic Car Magazine calls “a must attend Concours d’Elegance, is held on the grounds of “the posh Hotel Hershey.” Pairing attendance at this event with a visit to the AACA Museum would be a wonderful experience.

**The Annual AACA (the auto club) National Fall Meet:** This event, often claimed to be “the world’s largest automobile swap meet,” is held early in October each year in Hershey. If one plans to attend this event, taking time out to see the AACA Museum is easy to do.

**The Hotel Hershey:** As noted, our original reason for going to Hershey was to see the 4-Star Hotel that Hershey Company founder, Milton S. Hershey, built there in a classic Mediterranean architectural style. It first opened to guests in May, 1933 and is a gem. With mosaic tile, lots of decorative archways, and a long “villa style” balcony from which guests may overlook the hotel grounds and the town, the hotel also boasts a 23-acre botanical garden, a separate rose garden, and a butterfly atrium.

Further amenities, added later, include indoor and outdoor swimming pools, a golf course, and a fitness center. Building the hotel created jobs for an untold number of people who were struggling during the Great Depression of the 30’s.

One of the features we enjoyed was having a terrific lunch in the circular grand dining room of the hotel. Milton Hershey traveled a lot and found himself lonely in hotels he used. Thus, he put a huge, circular, free-span dining room in his new hotel. No visual obstructions allow every diner to see every other diner in the room and assures that no guest would feel alone while dining there. An interesting concept—unless you were dining with someone you really did not want others to know you were dining with.

**Hershey “Chocolate World”:** A factory store and site of a virtual tour through the company and its candy-making



operations the Hershey Company is also the parent of the H. B. Reese Candy Company, which makes “Reese’s Peanut Butter Cups.”

**Hersheypark:** Owned and operated by Hershey Entertainment and Resorts Company, this is a full-blown amusement park with roller coasters, rides, and all manner of other attractions. “Zoo America”, located on an 11-acre site within the park, is home to more than 200 animals. Access to the Zoo is included in the admission fee

**The Hershey City Tour:** Many of the places of interest in the Hershey Community reflect the foresight, success, and generosity of Milton S. Hershey. After visiting the AACA Museum and the Hershey Hotel, we took a guided tour of the overall community. It was interesting and educational.

**The State Capitol Complex:** If time allows, we suggest a stop in nearby Harrisburg where one can tour the Pennsylvania State Capitol Complex, located about 15 miles west of Hershey on the East Bank of the Susquehanna River. Whenever traveling finds us near a state capitol, we try to visit it. We were certainly glad that we saw this one. The architecture, art, and statuary are remarkably interesting and impressive. A nice, kid-friendly park surrounds the government buildings and free half-hour tours are available. Should you find yourself there around lunch time, we suggest the food service facility under the Capitol Rotunda. The food is good and inexpensive. (Politicians want good food, cheap - when paying for it themselves. For that reason, we have had good eats at other state capitols too.)

**If you Go:** The museum is open daily 9 am - 5 pm except for major holidays (if in doubt, call and check).

Admission Fees: \$12.50 for Adults \$11.50 for Seniors 61+ \$9.50 for children 4-12 younger children free.

AACA members free upon presentation of membership card  
Parking: Ample and free.

AACA Museum, Inc  
161 Museum Drive  
Hershey, PA 17033

Phone: 717-566-7100 email: [info@aacamuseum.org](mailto:info@aacamuseum.org)  
Website: <https://www.aacamuseum.org>

*Photos courtesy of the AACA Museum*



This 'n That



Soybean car (1941) Plastic-bodied cars wouldn't become popular until the 1950s, but as early as 1941 Henry Ford had a team of people working on a project to create a new model made of agricultural plastic, supposedly derived from soy beans. Unveiled in August 1941, the Soybean car was developed in fear of steel rationing during World War II. Eventually car production was massively curtailed altogether, which led to the Soybean project being canned.

New Travel App

Actor Kevin Costner has co-founded a new iPhone app for travelers that tells stories about a travelers' current location. Called HearHere, short audio vignettes—typically about three minutes long—describe history, art, culinary tradition, and points of interest that pertain to a users' current location. “I love stories,” Costner writes. “I am the guy that stops at the historical markers along the highway—usually bringing moans from everyone in the car. But it was this continuing curiosity that I began to think HearHere could satisfy without anyone having to leave the car.” “It’s not only our responsibility, it’s our obligation to understand and to pass on faithfully the stories of the people who flourished here for thousands of years,” Costner says. As you drive, HearHere sends you a popup alert when you’re in an area with a story to tell. HearHere plans to create about 10,000 audio clips narrated by Costner and other celebrities. About 1500 have been recorded so far. The app has already launched in California, Oregon, and Washington, with other states to be added gradually.

Wouldn't you love to know who the winner was and where this car is now?



"And they say electric cars aren't practical."

Amazingly, a prototype flying car was developed as far back as 1917. One hilarious attempt in the 1970s involved slapping wings and a giant Cessna propeller onto a Ford Pinto, which is widely considered one of the most dangerous commercial vehicles ever produced, prone as it was to just straight-up exploding. Inventor Henry Smolinski and partner Hal Blake actually accomplished multiple successful test flights in this monstrosity, but they failed to account for a design flaw. The wings were designed to detach while on the ground, but during a routine 1973 test flight, they did so while in the air. The inventors found themselves hurtling through the blue in a standard Pinto. You can probably guess how that turned out.



FOR SALE

1947 Packard Custom Henney Super Eight Clipper Limousine  
356 Cubic Inch Inline Eight 185 HP  
“Shorty” runs and has been kept in a garage.  
Blue velvet upholstery with cream piping, two jump seats, roll up division window, rear seat radio. History file.  
\$32,000 OBO  
Contact: Cheryl TerHorst (708) 334 -7731



FOR SALE

1949 Buick Super Woody Wagon.  
Condition: Used. Local pickup only.

1949 is first model with full metal top, and hyd valve lifters. Excellent original wood, varnished by Chris Craft expert. Dynaflo trans works fine, drives good on radial tires, always stored inside; tissue dispenser, dark green paint, green interior; all interior chrome, rusty screws replaced with stainless truss head screws, peedo works good, cruise at 65-70 mph, driven to Hershey many times. Never offered for sale before. Long time owner - age of owner forces sale. Odometer stuck at 63000 when I bought it. Ask about other cars for sale, all must go. Call for nice chat with owner. Call Frank (773) 719-5053





*We Build Your Future  
by Listening*



*Your Opportunities.  
Your Success.*

600 Central Ave. Suite 200  
Highland Park, IL 60035  
www.cgowealth.com  
Phone: 847-964-9092  
Cell: 847-275-9996  
Fax: 847-780-8945

**CLAUDE OHANESIAN**

**OUR COMMITMENT**

Throughout his career, Claude Ohanesian has managed nearly \$275 million in assets. Prior to opening CGO Wealth Management, he



spent 28 years working at Smith Barney; there, he represented the top 1% of advisors as a Director's Council Member for over 10 years, and served as Managing Director from 2008 - 2010. Claude is a Registered Investment Advisor.

Our staff consists of experienced professionals that take a "hands on" approach with financial guidance, and we are dedicated to making your dreams a reality. As your financial advisors, you can trust us to listen, keep you focused on where you want to go, advise you on how to get there and remind you of the importance of discipline in regards to realizing your goals.

jctaylor.com 1-888-ANTIQUE



Unparalleled Claims Service  
Ease of Doing Business  
Agreed Value Coverage



**Insuring Your Vehicles For Over 55 Years**

**CANTORE  
CONSTRUCTION COMPANY**

925 S. Rt. 83, Elmhurst, IL 60126  
(630) 832-8600

**COMMERCIAL AND INDUSTRIAL  
CONSTRUCTION**

SPECIALIZING IN REMODELING AND OFFICE BUILD OUTS  
INDUSTRIAL UNITS FOR LEASE  
VACANT LAND AVAILABLE  
COMMERCIAL LAUNDRY EQUIPMENT



**Developers of Corporation Points At:**

Elmhurst, IL • Westmont, IL • Bensenville, IL • Ft. Lauderdale, FL





## BIG IDEAS only come from BIG AGENCIES

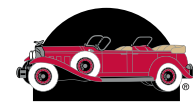
Great ideas come from  
people who think big.  
In the right environment,  
inspired ideas thrive.

It is always easy to scale back a big idea. It is nearly impossible to take a small idea and turn it into something big. But Detour Graphic Design doesn't shy away from a challenge and neither should you. However big or small the idea we will deliver big city design and quality with local care and unmatched customer service.



DETOUR GRAPHIC DESIGN, INC.

DESIGN | MARKETING | ADVERTISING | WEB | PHOTOGRAPHY  
[www.detourinc.com](http://www.detourinc.com)



## CLASSIC CAR CLUB OF AMERICA

### Approved CCCA Classics

The Classic Car Club of America defines a Classic as a "Fine" or "Distinctive" automobile, American or foreign, built between 1915 and 1948. Generally, a Classic was high-priced when new and built in limited quantities. Other factors, including engine displacement, custom coachwork and luxury accessories help determine whether a car is considered to be a Classic. \*Cars prior to 1925 are currently under review.

Only certain models of the following vehicles built during 1915 through 1948 are recognized as CCCA Classics: Be sure to check on the list of recognized cars to see if all models of a particular marque are accepted as Full Classic® cars.

For complete information go to the website :[http://classiccarclub.org/grand\\_classics/approved\\_classics.html](http://classiccarclub.org/grand_classics/approved_classics.html)

A.C.	Cord	Horch*	Maserati	Squire
Adler	Corinthian	Hotchkiss	Maybach	S.S./SS Jaguar
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	

#### YOU DON'T HAVE TO OWN A CLASSIC CAR

to be a member of The Classic Car Club! All you need is an appreciation for these fine automobiles. We encourage you to join our tours and events too! Not everyone owns a Full Classic®, but everyone can join the fun.

4 suburban Chicago locations since 1945  
visit our website  
[www.riggsbros.com](http://www.riggsbros.com)



Auto Interiors, Marine Canvas & Specialty Coverings





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

I hope everyone is staying healthy. The virus and resultant shutdowns have impacted all of our lives. With virtually everything canceled, we have unfortunately temporarily suspended publication of our newsletter, "Up To Speed". We are still trying to bring you something in the way of GIRCCCA news however, so I am trying my best to fill the pages of The Dashboard.

Things are starting to open up a little - there have been a few local cruise nights and car shows. For the next issue, I'd like to share what we've all been doing during this 'quiet time'.

Have you been to any cruise nights? Shown your car? Or are you endlessly polishing fenders in the garage over and over? Going for drives around the neighborhood? Working on those car projects you just never seemed to get to before? Please let me know what you've been up to and send me any photos you can. Extra points if you include your classic in the shot!

Personally, I haven't done much, but am just thankful that I and my family have stayed healthy. I do know a few people that have tested positive, but hopefully, those will all remain mild cases with no lingering effects. The most 'riding around' I've done this summer is on the riding mower! It sure would be nice to have a change of scenery. If 'normal' ever returns the first thing I'm going to do is take a trip. I had plans in the spring for New Orleans, which I had to cancel, and had hoped to get out to Utah to visit my daughter again. But alas! I would love to find a small, self-contained camper to rent for a bit and hit the road. That may yet happen!

'Derecho' is another new word that has crept into our vocabulary this year. That was some storm! Again, I'm thankful I did not sustain any damage. How about you? I do hope no one suffered any losses other than temporary power outages. I was lucky. My electricity came back on that same day, but I know people who were without power for days.

I guess all of this just goes to show we should never take anything for granted, remain flexible, and be grateful for what we have. As my mother used to say "If you want to make God laugh, just make plans."

*Maureen*

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



### **Call for Stories and Ideas**

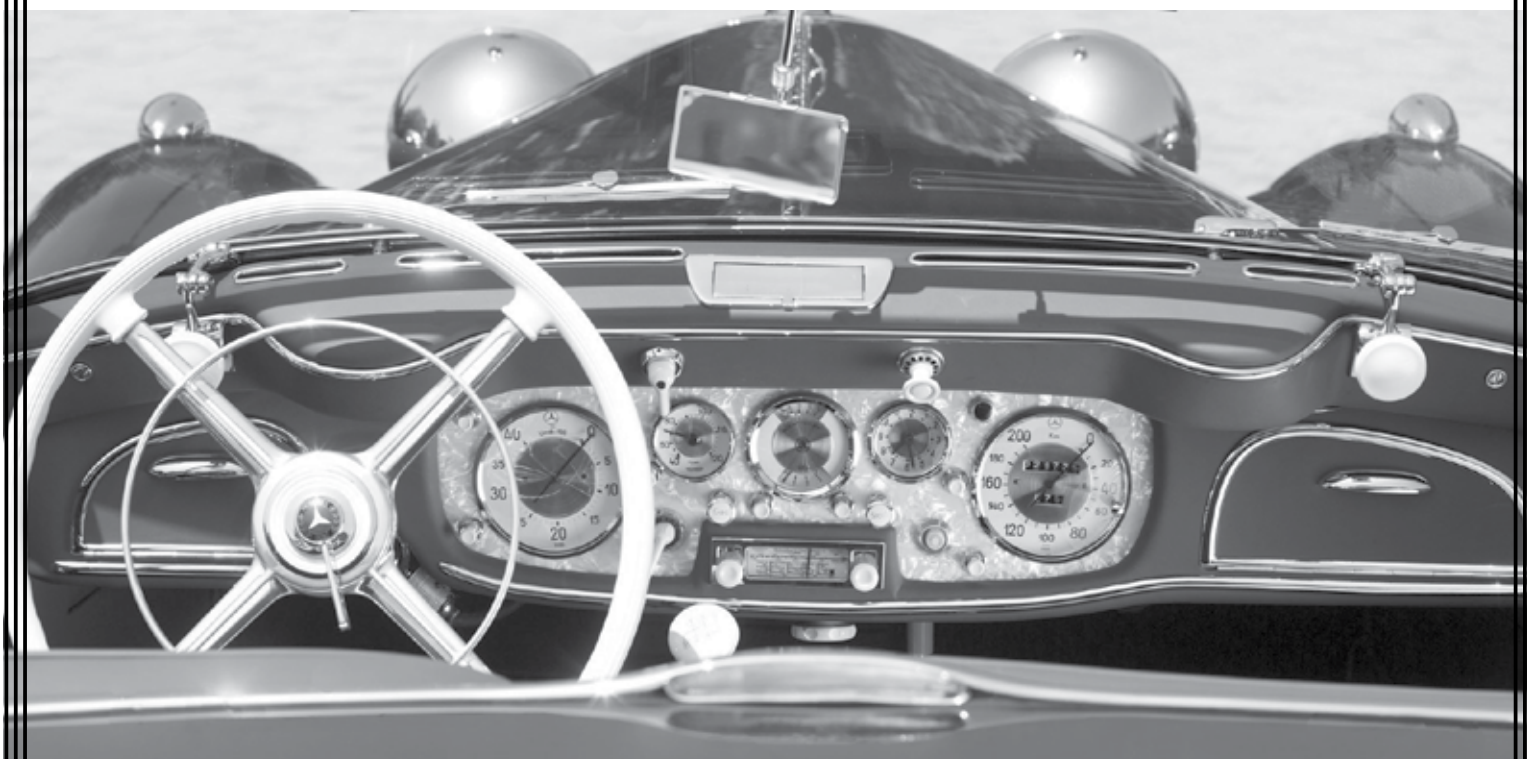
If anyone has an idea for an article you would like to submit, please do so! I know all of you have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming!

And if anyone is interested in contributing a regular column (just three times yearly) 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, give me a call at 815-483-8216.







The Magazine of the Greater Illinois Region of the  
Classic Car Club of America