

The DASHBOARD

SPRING 2021



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



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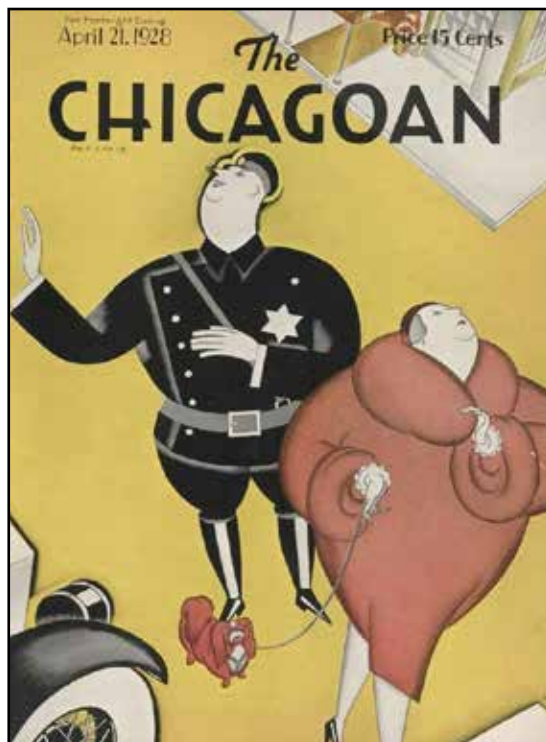


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LETTER from the DIRECTOR

Hello fellow club members.

Well I think it's time we all take a bow for managing to survive one of the worst pandemics the world has known. Through the sacrifices and consideration you have shown one another, we were able to continue to look forward to many more tomorrows.

I know it's been more than a year of not knowing but it's evident the worst is behind us and there are signs of schedules returning to what was formally known as normal. Although we have not seen the official return of our Father's Day car show at Oakbrook that many of us grew up with, we do have high hopes and promises it will be back next year - June 19, 2022. Let's circle that one in ink.

I'll also take the opportunity to put some other things on the calendar. We will have our first car event since February 29, 2020 on Sunday, June 13; a slightly delayed Spring Tour. This will include a visit to places out west including RTM restoration shop, Elgin Trolley Car Museum, and Garfield Farms. We are also putting a special event together at Rich Harvest Farms, including Jerry Rich's spectacular car collection, in July. We will be closing a year like no other with our annual dinner taking place at Herb & Bob Lederer's amazing car collection. That date is November 14th so make plans to attend. Amelia Earhart will be there to talk cars. You don't want to miss it.

I invite you once again to check out our website and click on the events tab. On it you'll find the most current up-to-date information about our car collector events that we know about in the Chicago and surrounding regions. As always you are invited to contribute to this resource by sending along any information you may have of any other events that are open to the public regardless of Marque or club affiliation.

I'd also like to draw your attention to the fourth and final installment of the Jim De Bickero story contained within these pages. Both Jim and Robert have worked tirelessly collaborating on the rich stories dating back to the club's infancy. As you can well imagine there are many stories to be told. In future issues we will feature some of the stories as told through the eyes and memories of those who love them. Stay tuned and be prepared to be delighted.

Lastly I'd like to welcome our newest board members. It's not generally recognized how important it is for volunteers to take the initiative and throw their hat in the ring when service is requested. The health and well-being of the club is a direct reflection on the efforts of those who answer that call. I want to personally thank our newest board members John Rock, Gary Gerstner, and the return of John McNabola, for not only responding to the needs of each and every member of this club but contributing greatly to its future success. Please make sure to thank them and let them know you appreciate their work.

I look forward to seeing you all down the road and in a car soon. Tops are always optional.

CORDially,

Russ



Welcome to our new members:

Kirt Hayes, Alan Blum, Katrina Hammond, Don Shuck, Jeff Tarter, Kenneth J. Muellner, and Robert Radzak

Board Notes

Throughout the pandemic the GIRCCCA Board has been meeting regularly, via conference calls and video calls. Now that we have been given a green light, we have been able to complete plans for our first tour of the year, a new car show (Geneva Commons), and are diligently working on finalizing several plans for other one day events, the annual picnic, and our annual dinner in November. It has been a tough year for everyone. We've lost a few members, but gained a few too, and are (fingers crossed everyone) talking about bringing back the *Up To Speed* - our bi-monthly newsletter. Since there was virtually nothing to report (other than cancellations) in the past year or so, the Board decided to suspend publication of the newsletter until things returned to normal - or as normal as possible. We are almost there! You probably noticed that *The Dashboard* has been a bit slimmer as well. As things pick up, we should see that return to normal soon, too.

Board of Managers



Regional Director	Russ Rodriguez russ@girccca.com
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Board Member	John Rock rrpackfan@gmail.com
Board Member	John McNabola mcnabolajohn@gmail.com
Dashboard / Up To Speed Editor	Maureen Blevins maureenblevins@yahoo.com
Website	Detour, Inc.

GIRCCCA
P.O. Box 55
Itasca, IL 60143

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. Let's keep our fingers crossed for a good year!

Sat. June 5 - Seventh Annual Glen Ellyn Vintage Auto Fest.
10 a.m. - 3 p.m. Jim Manak: help@xnet.com / 630-858-6092

Sunday, June 13 - Spring one day tour

June 20 - Oak Brook Fathers Day Car Show CANCELLED

June 26 - Geneva Commons Car Show

July 10 - Concours d' Elegance at Copshaholm
concours@studebakermuseum.org or 574-235-9714

July 12 - 17 - Indiana Region Lincolns on 66 Tour
Stephen Tarr: 610-742-7878 or sdtarr@aol.com

July 17 - Keeneland Concours d'Elegance
carnomination@keenelandconcours.com or
shelbykmulholland@gmail.com or 859.494.5599

July 23 - 25 - Concours d'Elegance of America, St. John's
lmoss@concoursusa.org or 248-643-8645

July 18: Annual Picnic - Fabyan Preserve - Details TBA

August 15 - Pebble Beach Concours d'Elegance

August 20-21- Upper Midwest Region Grand Classic

August 22 - Geneva IL Concours d'Elegance
Johnb@Genevaconcours.net or 630-584-3107

August 27 - CCCA MUSEUM GRAND RE-OPENING

August 28 - September 4 - ACD Festival

October 6 - 9 AACA Fall Event at Hershey

October - GIR/AACA Fall Tour Details TBA

November: Annual Dinner - Details TBA

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

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 **Bud Schweppe**.

Bud has been in the club for a number of years, recently serving on the board as activities chair person. Some of you know of Bud's talent at the piano - you've heard him play. But did you know he is also a talented artist?



" My first serious experience with art was taking an art class in my senior year at York High, in Elmhurst. I was taught various mediums from pencil drawing to watercolors, then oil painting, which is the one I eventually ended up sticking with.

In the summer between high school and college, I took classes at the Chicago Art Institute. As I was leaving one class, I passed by an open door in the hall and peeked in. I saw a nude model posed on a stool for a roomful of artists busily painting and drawing. I thought this class is more interesting than the one I'm in so I checked it out only to learn that I was too young to participate. I was only 18.

Many years later my wife Marleah's mother came to the Beacon Hill Retirement Center in Lombard from Flint, MI. The first year was difficult for her- leaving her family and friends back in Michigan, so we talked her into going with us to Hobby Lobby for some Art Classes. We had all had some art experience before. It was a real winner for all of us because her mom met many friends there, along with the pleasure that painting brought to us all. That ended the "I have nothing to do" dilemma.

I have been painting ever since, and I have exhibited my work a few times, and sold a few paintings too. I was even asked to paint specific scenes a couple of times. Marleah was into painting florals and scenery. Although I have painted some of those, I prefer to paint animals."



One of Marleah's paintings

Meet your new Board Members

Gary Gerstner



I joined the Club in 2008 after my friend "Mr. Ed" (Ed Schoenthaler, who I knew from his days selling muscle cars at Brigrance Chevrolet) told me I could display my newly restored, original owner 1967 SS427 Chevelle at the Oak Brook Father's Day

Car Show by becoming a member of the CCCA. He said I did not have to own a Classic to be a member so I joined.

My brother and I went to that show when it first ran in 1968 with our Dad and every year after that until he passed in 1997. Our Dad was a Packard guy and we grew up loving anything with an engine and wheels. Because I am a member of the Club, the Father's Day Show is a unique time when my muscle car can be shown with Classics.

I am a retired marketing guy with a second career as a free-lance photographer and contributor to Hemmings Motor News and Muscle Machines. I look forward to using my skills to make a contribution to the Club !

John Rock



I believe I was born with motor oil in my blood.

As a youngster, I was always in the garage with my Father. The first vehicle I can remember working on with him was a Series 1 E-TYPE.

Since then my car tastes have varied greatly but my true

love and passion is for Pre-War Classics. I enjoy working on them, driving them, and sharing them with others.

When I'm not in the garage you will likely find me in the Stables with my wife Karen, working with the horses.

I am honored to be a member of the Board and I look forward to meeting many of you at future events (hopefully, sooner than later).

Stay Safe and Happy Motoring.



In Memoriam

Richard Drieaus
1942 - 2021



Richard Drieaus, founder of Chicago's Drieaus Capital Management and namesake of the Drieaus Museum and DePaul University's Business School, died Tuesday, March 9. He was 78.

Drieaus was most known for his various charitable

contributions across Chicago, including his commitment to preserving historical architecture. He established the Richard H. Drieaus Foundation in 1983 and provided monetary support to several arts and cultural organizations including Boys and Girls Hope, Boys & Girls Clubs and the Old Town School of Folk Music, to name a few.

Through its arts and culture giving, Drieaus Foundation has been one of the most important funders of Chicago theater and dance for decades, especially low-budget arts organizations that bigger foundations overlooked.

The summer garden parties at his lakeside mansion in Lake Geneva, Wisconsin, were legendary affairs, often compared to scenes from "The Great Gatsby." The 1,000-strong parties attracted a who's who of Chicago philanthropy, culture and media circles and would officially open with a grand entrance from Drieaus and his beloved offspring, usually with Drieaus driving one of his fleet of vintage automobiles.

His automobile collection was generously opened to our membership several times and a tour of the Drieaus Mansion was a well remembered tour, filled at the time with numerous pieces from his Tiffany Stained Glass Collection.



When we last left off, Jim was getting ready to wind down his story of acquiring foreign BOUCs (big old used cars) before spinning off to other brokers he knew in the field. But before that, he wanted to run down a list of some of the all time favorite cars to pass through his hands. This is Jim, in his own words...

"I'll begin with a 1929 Minerva Limousine; very rare, very expensive. Now this was a Belgian car, with a body by Van den Plas. It was originally owned by Cardinal George Mundelein, archbishop of the Catholic archdiocese in the Chicago area. He was a very powerful man; so much for the vow of poverty!" (laughs). "The interior was just beautiful - brocade and wood veneers and vanities: it was like a traveling throne!"

How I came about acquiring it: A friend of mine, Bob Goodwillie was working for Catholic Charities; he's a car enthusiast - I think he had an Auburn at the time. Coincidentally, someone at Catholic Charities knew about this and said, "Bob, we have Cardinal Mundelein's car sitting in storage, gathering dust. Would you be interested in it?" We're talking before they were famous cars. He said, "Yeah, I could be interested in that..." As I recall, I traded him an Auburn or some other car - we did a lot of trades back then. I kept it for a couple of years, took it to a few shows to show it off, but it wasn't my favorite.



Jim's wife Betty and son Tommy in the 1929 Minerva Limousine

The next car is a 1936 Duesenberg Model J by Walker Le Grand. The unique feature on this car was behind the back of the front door. There was a hole in there for a crank. You would put a crank in there and loosen the top bow latches with the windows down and you would crank it, and the top would fold automatically. It was the precursor of the

automatic disappearing top, behind the seat. A metal cover would come over and close and it was so significant - a big deal. Fast forward to the fifties and convertible tops would fold down but they just had a canvas boot. This one had a disappearing top.

It wasn't until the sixties that the disappearing full flush top became common, but there was a multi-million dollar lawsuit between Ford and GM, one against the other, over whoever came out first. I don't know which company - you can look this up - they bought the Duesy and got the patent drawings for it and went to court with that. They said the patent had run out so they could use it, so that was the end of the lawsuit. But what a unique and beautiful car! It had a windshield about 6" high!" he laughs.



Dave Stewart, Jim's late partner, with the 1936 Duesenberg Model J Convertible by Walker Le Grand

"The next one is a 1948 Delahaye convertible cabriolet Type 135, body by Henri Chapron. It was sold to the writer, Clive Cussler - Raise The Titanic! - he went on to write many famous nautical novels. I sold him a couple of lesser cars early on - he was like, "If I ever make it big, I wanna buy some nice foreign cars!" [Note: before he died in 2020, Cussler had re-painted the Delahaye from the red seen here to a two-tone aquamarine.]



1948 Delahaye convertible cabriolet Type 135

"The next car is that beautiful 1936 Packard V12 convertible sedan. The unique thing for me is it was an all original car, single-owner since it was new. It came out of Georgia - I don't remember anything else - but it was such a delight. It was preserved!



1936 Packard V12 convertible sedan

Then we have the famous 1955 Chrysler dream car - the Falcon(nc). I obtained this car from a collector in California, an oil prospector in Venezuela. He had a nice collection of cars: Duesys, Cords, Delahayes. We corresponded back and forth, and one time he said, "I've got something you might like: a Chrysler dream car." I'd never had a dream car - a prototype. So he sent me a picture with his wife driving it in Venezuela with a Venezuelan license plate, and I said How did you get that? I thought all the manufacturers kept their dream cars from the public." He said, "Well, I did such a good job prospecting for oil that they gave it to me as a present." "So much for keeping all the wealth among the big boys! Then, of course, Ford took the name when they started making Falcons in the 1960s.



1955 Chrysler dream car - the Falcon. Here being shown at Pebble Beach

Next up is a 1935 Alvis Speed 25 - one of the cars in the John Scott Smart swindle. That's a separate story, but the Alvis was such a wonderful, wonderful British car. The name is derived from two Greek words: AL for aluminum and VIS for strength. The Alvis made extensive use of aluminum; from the engine block, the firewall, the motor mounts, the shroud - all the parts that were cast iron on cars back then - the steering box, steering gear and all, the torque tube, the casting for the bell housing and transmission: all aluminum, so the overall weight compared to a contemporary car was very light - and rigid. If I recall, this was the first car with an all-synchro mesh transmission. It was light, and just a perfect delight; in my opinion, one of the most underrated or unappreciated cars ever built.



1935 Alvis Speed 25

Lastly, my all-time favorite car: the 1932 Duesenberg Model J Berline LeBaron. In their original brochure announcing the debut of the famous model J Duesy, the LeBaron Berline was one of their proposed models. There was the Murphy sedan, the Murphy convertible coupe, and the LeBaron 4-door convertible. I would say I probably had this car for 20 or 30 years. When I bought it, it wasn't even a basket case - we had to make the basket to put it in! (laughs)

The car was located on the west side of Chicago, which was being burned down during the social unrest of the late 60s. And this fellow that owned it was a hermit, living in a little bungalow near the riots off of Chicago Avenue. So my sales approach was, 'I know how much you love your car - it's your only possession. Sell it to me or else let it burn'. So I bought the car! The riots were a couple blocks away, but even before that, he was always nervous about the neighborhood. As a precaution against thievery or vandalism, he tarpapered the whole garage. You'd walk down the street and see this all covered like a quonset hut.

Jim's Story *continued*



Jim's all-time favorite car: 1932 Duesenberg Model J Berline LeBaron

So we un-cocooned the car and it's a disaster! The garage floor was cinders: in the early days, before cars, you had the horse drawn delivery wagons: coal or milk or ice. And who knows what else? His parents may have kept the horses there, and they urinated on the cinder floor. Acid in the urine ate up all the steel: if this had been an Alvis, it would've survived. But all the fenders and running boards - everything that was metal - was like Swiss cheese.

So I had to have it all reproduced. I was one of the first guys to have fenders reproduced for a Duesy through Ed Lucas in Detroit. He was manufacturing parts and remaking

bodies. If it wasn't for him, I could not have restored the car. But I didn't want to put a stop to everything (my wheeling and dealing) so I just did it piece by piece. It took years and years, and so many times I was tempted to sell it, but a good friend of mine, Chuck Kelly talked me out of it. I remember we were in Auburn, in the washroom, and I told him I was thinking of unloading it, and he looked at me and said, "Do you need the money?" I said no, so he tells me, "Then keep it! It'll get done." So I owe it all to Chuck Kelly for talking sense to me" (laughs).

"I had so much fun with it over the years. I drove it all over to shows and got good reactions. It didn't handle as well as the Mercedes 540K that I had in the wedding, but I had it the longest."



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

Upcoming Club Events

Spring One Day Tour - Sunday, June 13

Our first tour since the pandemic! We will meet at Garfield Farm Museum. Centered around an Inn, it is the only historically intact prairie farmstead in Illinois. Our tour will include stops at the Fox Valley Trolley Museum, RTM Restoration Shop, and a lunch stop at Al's Creamery. There will be something for everyone.

Get those cars out of storage and be sure and fill out your reservation forms (included in this envelope) and get them in the mail. You don't want to miss it!

Geneva Commons Car Show - Saturday, June 26

The GIR has teamed up with the Geneva Chamber of Commerce to provide an antique and classic car show as part of Geneva's annual Swedish Days Festival.

Fifty cars will assemble at the Commons for this show and invitations are being issued. Check with the Chamber's website or facebook page for updates

If you and your car are not going to be on display, do come out to support the club and enjoy the day. Open to the public from 10 am - 3 pm, with many selections for lunch.



A Classic Lincoln on Route 66



July 12–17, 2021

Join us for an historical and fun-filled motoring experience and become a part of the Indiana Region Summer Caravan.

July 12

We begin with an opening dinner in the historic town of Zionsville, IN where Abraham Lincoln stopped on his way to Washington D.C. for his Inauguration.

July 13

The next day we journey to the Land of Lincoln by visiting a Historical Registry Home, Castle Gardens, built in 1898. We then begin driving the famous "Mother Road," Route 66 to Pontiac, IL where we will visit the Route 66 Museum and the Pontiac-Oakland Automobile Museum.

July 14

We make a stop along Route 66 on our way to Springfield, IL where we will tour the Lincoln Museum, Lincoln's home, and the Old State Capital Building to learn more about our 16th President.

July 15

It is on to Monticello, IL where we will visit the Railway Museum, Prairie Fire Glass Studio and a private classic car collection. We will stay that evening at the Allerton Park and Retreat Center built in 1900 by artist and philanthropist, Robert Allerton.

July 16

We are off to Champaign, IL for a visit to another classic collection stopping in Newport, IN for lunch. This town is famous for its 1800-foot-long, 140 foot-tall hill where automakers in the early 1900s tested their cars. After our own drive up the hill we will head back to Zionsville, IN for a tail-gate picnic and polo match at the Hickory Hall Polo Club.

July 17

Our final day includes a drive to Lafayette, IN to view two classic car collections, lunch and ice cream stop for starters. Some may enjoy a leisurely day shopping and lunch in downtown Zionsville on their own with transportation provided. That evening we will say our final goodbyes at a private dinner at a beautiful automobile collection in Indianapolis.



**Come join us for
A Classic Lincoln on
Route 66 Caravan
in July 2021.
We guarantee, it will
be historical and
memorable.**

For More Information:
Contact Stephen Tarr at
sdtarr@aol.com

Registration form online at
inrcca.org.

Coordinator Stephen Tarr, Cell: 610-742-7878, Email: sdtarr@aol.com



1928 Packard 443 Custom 8 Phaeton

owner: John Rock

John Rock purchased this automobile in 2019. With the exception of a two year period when the car was in Arizona, the car has spent it's life in the Midwest area. The original owner was from Lake Geneva, WI and more recently, prior to Rock, the car was housed in Rockford between 1962 - 2017. Which is why it may look familiar to some of you. It was restored in 1969.

At first, John and his wife Karen weren't sure they wanted such a colorful car - since it wasn't an original color. But it grew on them. John printed off a picture and had it sitting on his desk. "After looking at it for several weeks I warmed up enough to the colors that I called the owner. The story/history of the car was great, and it was a proven driver having just finished a CCA caravan. I like to drive my cars and I did not want something that was "kept in a wrapper". After seeing the car in person, I was sold." Karen Rock affectionately dubbed it "The Smurf-mobile", and indeed, she asked if that's what I had come to see when I showed up for the photo shoot. It's certainly not a color combo you see very often.

With two other cars in the garage - a 1931 RR Phantom

II Sport Sedan with coachwork by Brewster and a 1937 RR 25/30 Saloon with coachwork by Arthur Mulliner - and





a Rolls Royce Phantom I (a Transfomal body style also known as a Torpedo Phaeton, by coach builders Hibbard and Darrin) in the process of restoration, it appears that John is seriously hooked on Classics.

He grew up with cars he says. "My dad was a car guy. He was a BIG British car nut but most of the cars were Bentleys or Rolls-Royces. He worked for GM as an engineer." As a kid, John liked to hang out with his dad in the garage when he worked on his own cars. "The car that I first remember working on with him was a 1963 Jaguar Series 1 E-TYPE Roadster." Sitting in that car "I drove it at least 10,000 miles in my head".

This particular Packard has been invited to the concours in St. John's and in 2019 won 2nd place, people's choice award, in Dearborn's Greenfield Village Old Car Festival. It was edged out by a Duesenberg, which John says made him okay with 2nd. He would have felt bad beating a Duesy.

Since taking ownership, the Rocks have made very few changes or improvements to the car. The interior is a luxurious saddle tan leather, with a high gloss dash, and woodgrain detailing. A new top was installed, the Trippe Speedlights were removed and replaced with a set of Pilot Ray's, and the Perfection-Hartford fixed tonneau windshield was replaced with a JH tonneau windshield. "It provides much more flexibility since it can be slid towards the rear



The interior tonneau windshield, shown in the down position.



Hood ornament with temperature gauge



passengers when in use or stowed, folded flat against the rear of the front seat when not in use."

John and Karen like to take one of their cars out for a drive at least once a month. Their frequent destination being an ice cream shop located not too far away. A perfect excuse for a Sunday drive.



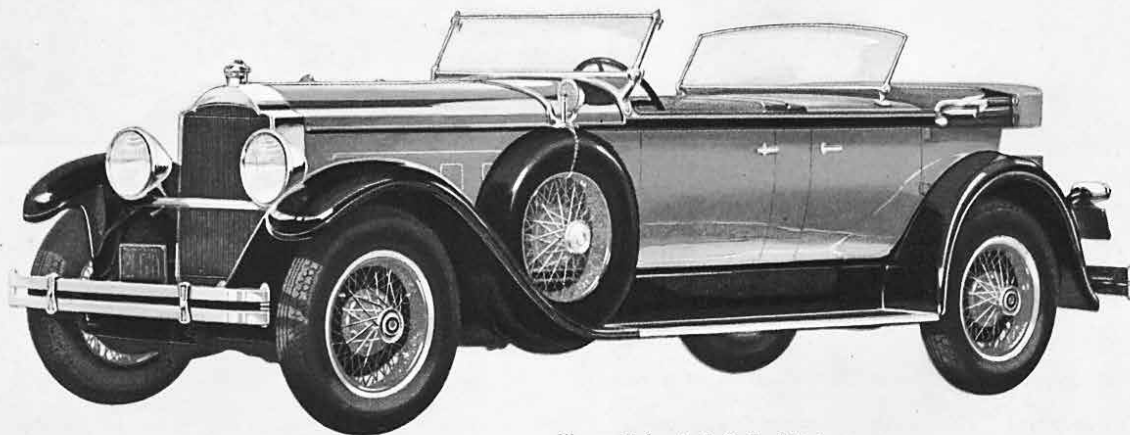
Story and Photos by M. Blevins

PACKARD

ASK
THE MAN
WHO OWNS
ONE



• • I suppose I have owned every really fine car built in this country. And I even imported a couple. You know I drive myself and always get a lot of real pleasure out of my cars—not just transportation. A fine car appeals to me as much as a good horse. I quit experimenting three years ago and went back to my first love. That car has everything I want or expect in the way of looks and performance. You'll be glad you got a Packard. I wouldn't drive anything else.



*Illustrated above is the Packard Eight 645
Five-Passenger Phaeton*

The Electrical System Restoration: Part 4
Lighting and Body Wiring: Conclusion

The best time to restore body wiring is when the interior trim is being renewed and all wiring is exposed. Usual wiring found in the car body will be a single heavy (12-14 Ga) feed wire, thru a fuse at the headlamp switch, traveling up a windshield pillar and along a side rail to the rear of the car. Somewhere along the line it will supply one or more cigar lighters. This heavy wire should be replaced for it carries heavy currents and will heat some when a resistance element like the cigar lighter is used. Branch wires feeding from this feed wire go to the dome lights through a pillar switch.

Other branch wires may go thru door-actuated switches to one or more dome or runningboard lights. All such branch circuits should be checked out with a voltmeter checking drops and resistances which result in dim lights and may signal a short.

Usually tail, stop, and back-up lights are fed from a wire bundle that runs along the chassis, although it will again start out from the light switch, picking up and dropping branch wires along its way. Because it has been exposed to the under car splash and dirt, it should be replaced.

Each lamp socket should be carefully inspected and cleaned. If the coil spring which maintains the contacts is rusted and weak, a new socket assembly should be obtained, and either substituted as a whole, or "caniballized" for components. A small hobby drill with a wire brush tool can clean the socket surfaces. Or use a piece of emery cloth wrapped around a pencil or dowel. Once clean, wipe a small amount of chassis grease over its surface to retard rust formation.

To maintain as dry a condition as possible in the lamp, the lense gasket should be renewed. Sheet cork in several thicknesses is available. Soft rubber sheets may also be used. Don't overlook the new G.E. Silicone rubber in tubes that may be formed into gaskets and should prove extremely valuable in this application. It is available in black, clear, or white.

And about headlamps? Our Club abhors sealed-beam conversions and, in competitions, penalizes for their use. Original lamps are adequate to the job if the correct voltage is applied to the bulb, the reflector is bright, and IF the lamp is aimed properly.

The Electrical Restoration, Continued.

Aiming and silvering are another subject, but I will mention that good re-silvering can be obtained from about \$12 a pair at B.S. Wisniewski Company, 1811 South 2nd St., Milwaukee, Wisconsin. Doubtless, other sources are available too.

Again, use your trusty volt-ohmmeter and check voltages from the ammeter through the headlamp switch and the several connections clear out to the filament. All screw contacts should be loosened, cleaned with emery, a film of Vaseline applied, and re-tightened.

Don't forget the headlamp "ground" either. Most headlamps ground through haphazard contacts between reflector and shell, and thence to fender, and to the frame. A better ground (and brilliance) can be obtained by soldering a 12 ga stranded insulated wire to the reflector and routing it back to some convenient point when a positive ground contact can be made.

If you cannot or don't wish to replace the headlamp switch and/or all its' wiring, spectacular improvement in light output will be enjoyed by using headlamp relays. Such circuitry was discussed and a diagram presented in the CLASSIC CAR some time back. The relay shortens the wiring distance between the battery and the filament, and allows for only a small current flow through the lengthy circuit through the lamp switch to control the heavier shorter current route. Use # 8 - 10 wire for the "lamp side" of the relay circuitry. The relay installation is an authentic "classic period" modification and will not cause you to loose points. Of course its installation should be neat and safe to avoid appearance and condition deductions.

Not a small satisfaction will be yours in the knowledge that your Classic's restored electrical system is safe and is reliable even during drenching downpours. From reading the above, you realize that you are quite capable of doing this work yourself if you wish. Generally no critical judgement or measurements are necessary.

You will still want to disconnect your car's battery (the battery ground cable connection) when it is not going to be used within a day or two.....just for luck!

The End

...Murdo, South Dakota I recommend you look for and visit *"World Famous" Pioneer Auto Show and Prairie Town,* located there. A reader's initial response to that might be: "Who in the heck would ever be near Murdo, South Dakota?" The answer is: "A lot of people, because Murdo is in the middle of the state on I-90, which is the path Midwesterners and others will follow to see the Badlands, Mt. Rushmore, or Wyoming's Yellowstone National Park."

Exiting the interstate at Murdo will provide a wonderful break from long-distance driving to take on fuel and enjoy food and drink. But it will also provide an opportunity to see an exceptionally large collection of cars, motorcycles, tractors, automobilia, antiques, and much, much more.

My wife, Joan, and I had long-time friends who had been born and raised in North Dakota. Over the years we heard all kinds of things about the greatness of North Dakota, and North Dakotans. In short, we heard that it was "Heaven on Earth." One day, I said: "Okay, enough is enough, you've got to show us this place."

Thereafter, our friends began to plot out a "road trip" that would show us the highlights of North Dakota and introduce us to the people of the state. We liked the concept of the trip, but I suggested that, because Joan had never been there, the itinerary should also include passage through South Dakota. Not long after the trip planning discussion, we were on our way. We drove out of the Chicago Area and followed I-90/I-94 through parts of Wisconsin and Minnesota, entering South Dakota in the vicinity of Sioux Falls, and followed I-90 westbound across South Dakota en route to Rapid City. It was at Exit 192 on this path where we found the Pioneer Auto Show.

Overview of the "Pioneer Auto Show"

"The Pioneer Auto Show" celebrated its 65th year in 2020 and offers a vast collection of vehicles and other collectible and special interest items and exhibits. All on display, in one form or another, in forty-seven buildings spread across ten acres. The venue informs tourists that "It is more than a museum". Mr. Dave Geisler, son of the founder, explained: "We are an attraction! So, we got away from calling the place a museum because in the minds of many 'a museum is boring, dusty, and free' and that's not what we are." Promotional materials underscore that the attraction is "fun and variety" for visitors of all ages. However described, the "Pioneer Auto Show" is a big deal and worth one's time to look it over. About 100,000 visitors do that each year.

The attraction is privately owned and was founded in 1954. The biography of the founder, A. J. "Dick" Geisler describes a colorful character who left New Ulm, Minnesota for a new life in California. In 1942, he moved to the Dakotas to farm and subsequently bought a Chevrolet and



The car, an extended and supersized version of a 1926 Nash, serves as an iconic marker at the exit on I-90 directing travelers to the collection.

John Deere Dealership in the Murdo Area. He also operated a Phillips 66 gas station at an I-90 exit/entry point. Over time, Mr. Geisler displayed, bought, and sold vintage cars on that property. Soon, he discovered that travelers were more interested in his cars than his gas; and that sparked the idea that led to the creation of the original *"Pioneer Auto Museum."* Like some other automotive attractions, it changed its name and grew over the years. Mr. Geisler has been deceased for some time, but his sons and other family members operate the venue today.

The Museum's Main Attractions

- 47 buildings on ten acres
- More than 300 automobiles
- 60 or more motorcycles
- 60 antique tractors (including steam-powered units)
- "Prairie Town" – 30+ buildings meant to evoke a typical small Midwestern town in the mid-twentieth century
- A 1930's WNAX Gasahol filling station
- A display of South Dakota gems, minerals, and fossils
- "Tons" of Antiques and other interesting collectibles
-

The Automobile Collection

As noted, the attraction has about 300 cars in its collection today. The collection includes vintage vehicles from every decade of the Twentieth Century and includes many classics. These are shown within several, sort-of connected buildings across the grounds.

The attraction promotes itself to visitors by showcasing the following vehicles: One of the 1969 Dodge Chargers(nc) used as the "General Lee" in the "Dukes of Hazard" TV Show, a 1968 Shelby Mustang GT 500(nc), a 1970 Pontiac GTO(nc) "Judge" convertible, a 1977 Pontiac Firebird(nc) Trans Am "Smokey and the Bandit", and a wooden-bodied, two-engined sports car of uncertain heritage.

Although these featured items were of moderate interest

to me, I had greater interest in the vintage cars within the collection - of which there were many. The collection's inventory included 21 cars built and sold prior to 1920. The oldest among them were a 1902 Curved Dash Oldsmobile and a "collector's dream" 1903 Ford Model A(nc) which served as the pattern for the Model T(nc) starting in 1908.

In reviewing the entire batch of cars from 1900-1940, I found many Fords, Chevrolets, Buicks, Nashes, Hudsons, Studebakers, and the like but I also found many marques I'd never heard of. They included: Brush, Stoddard-Dayton, Saxon, Beardsley Electric, Grant, Veile, Scripps-Booth, Star, Ajax, Erskine, Jordan, Marquette, Devaux, Lafayette, and Flint. Happily, the collection recently added a 1936 Brewster (one of the last of the 135 Brewsters built).

Marques recognized by the Classic Car Club of America as "Classics" included the following: Apperson, Auburn, Cadillac, Cole, Cord, Franklin, Kissel, Locomobile, Mercedes, Packard, Pierce-Arrow, Mercedes, Studebaker, Stutz, and Willys-Saint Claire. In all, these marques were on about twenty vehicles. Most of these were real "lookers" but a standout in this category is a 1931 Dual Cowl Packard Phaeton that was once owned by cowboy actor, Tom Mix. Two 1937 Cord Convertibles, one in yellow, and one in burgundy were also attention-getters.

Certainly others might be more interested in different cars among the "newer" collector cars on display, but those that drew my interest were:

1951 Frazier (nc), 1952 Buick Roadmaster "Woody" station wagon(nc), 1953 Packard Caribbean Convertible(nc), 1954 Kaiser Darrin(nc), 1955 Ford Thunderbird Convertible(nc), 1957 Chevrolet Bel Aire Convertible(nc), 1958 Chevrolet Impala 2-door Hardtop(nc)

Additional Collections

Currently, the motorcycle collection includes about 60 bikes that were built from 1914 onward. In addition to true motorcycles, motor bikes and scooters are included.

1918 Raleigh "English Cycle"

1919 Evans

1926 & 1933 Harley Davidson

1943 Indian "Papoose"

1947 & 1948 Whizzer motorbikes and a Cushman

The attraction's literature tells visitors that its 60-plus unit tractor collection includes "some of the rarest tractors known to exist." Both gasoline and steam-driven tractors are on display, along with many pieces of ancillary farm machinery and equipment. Marques include: John Deere, International-Harvester Farmall, Porsche, Wallis, Massey-Ferguson, and Allis-Chalmers.

The thought behind the Prairietown Exhibit is: Offering

visitors "a rendezvous with the past via self-guided tours through an early Midwestern, turn of the century town, complete with a railroad depot, bank, general store, gas station, auto service garage, church, school, butcher shop and more."

The WNAX vintage gas station deserves special mention because it will surely interest car people. We learned that "It was built in 1930 by the Gurney Seed Company of Yankton, South Dakota...(and) changed hands several times before finding its home"...at the attraction. The gas station is filled with antique gasoline pumps and other interesting items from the era in which it operated. About 100 service stations of this type operated across South Dakota at one time using the WNAX Gasahol brand and promising drivers that it was the "Fair Price Station."

Pioneer's Prairie Town offers a tremendous array in terms and number and type of collectibles - some just for view, and others for sale.

Looking Ahead

Mr. Geisler reported that although the attraction is somewhat seasonal in nature, he, family members, and staff are always on-site and doing work to make it even more attractive. The staff is currently working to recognize and adapt to generational changes and the changes in tastes and interests that brings. For the car collection, that has meant rotating out some older cars, for which younger folks have less interest, and bringing on newer ones that may be more appealing to this group. As a result, there is some "fluidity" in the collection as some of the very early cars have been sold, and newer, special interest cars, like Nissan's Z cars, a Mazda's RX 7 model, and an early Toyota pick-up have been added. The collection is still "American Car-centric" but that may shift a little in the future. Prairietown is getting attention too. The historical and cultural impressions it makes with artifacts and exhibits will be expanded or enhanced. The collection of music boxes and mechanical instruments will also get attention

It was a pleasure to see and experience this attraction and its collections. It is a very kid and family-friendly place as evidenced by those who offered reviews of the attraction. Many visitors mentioned how hospitable the staff and guides were. No "car person" will likely be disappointed in this



If You're NEAR...

continued

collection--which contains examples of just about all types of cars. If traveling with people who are not "car people," they will be quite happy with the attraction's other features. We spent about two hours browsing through this facility. Others, with a greater interest in the antiques or mineral and gem collection, could spend much more time in it.

This adventure provided us with a few other, non-planned automotive experiences, which I will mention here.

The Wall Drug Store in Wall, South Dakota is another "must see" place for tourists crossing South Dakota. It lies west of the Pioneer Auto attraction and east of Rapid City. This is a large multi-building attraction with exhibits, antiques, souvenirs, and good food. While there we drove right into the middle of "a mini-auto show" when our arrival coincided with the arrival of an on-tour Plymouth/Chrysler Prowler Club. Readers may remember that the Prowler, built and sold from 1997-2002, was a 1990's version of the hot rods cobbled together by customizers and back yard mechanics during the pre- and post-World War II period in the U.S. This was a surprising and nice experience.

Deadwood, South Dakota is an old mining town which has been well-preserved and flourishes as a prime tourist attraction. What we had not bargained for was that on this same day, a huge regional car show was being held which

offered hundreds of gorgeous and/or interesting cars to view.

Finally, while in the Grand Forks, ND Area, we learned that the "Annual Western Minnesota Steam Threshers Reunion" was being held. This is a huge, two-week show based in a permanent facility in Rolag, Minnesota. It celebrates steam powered equipment and what this technology offered to farm families across the U.S. All manner and form of steam-powered equipment was operating and on display but the event also sponsored a car show. We did get to see a lot of Model A Fords and other 1930-1960 cars and light trucks (many unrestored) that were entered in the show by farm family members. While at the show, it was not possible to fail to understand how important agriculture and America's farm families are to our nation; and that we were in the very "Heart of America."

After considering all we said and did during our thirteen-day excursion in the Dakotas, we concluded that our displaced North Dakota friends were pretty much "on target." They convinced us that the Dakotas and its people are special.

Pioneer Auto Show - The Details

Parking is on-site and free. A motel and a campground are adjacent to the venue and can accommodate trucks, RV's, and campers.

Food, ice cream and bakery items area available on-site in the "Covered Wagon Cafe"

Fuel is available on site.

A "Hallmark Gift Shop" is a part of the complex.

Hours: Check the venue's website for Summer Hours, October Hours, and Winter Hours

Cost: Adults-\$12.00; Kids 5-12-\$6.00; under five, free.

Location and Contact Information

Location: Murdo, South Dakota, 57559 - I-90 (Exit 192) and Highway 83

Web site: www.pioneerautoshow.com

Phone: 605-669-2691



Credits: Material from www.pioneerautoshow.com was used to supplement the writer's notes and recollections of his visit to the venue. A special thanks to Pioneer Auto Show's owner, Mr. Dave Geisler, for answering questions, providing an update on the venue, and providing photos for this column.



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News and Notes

Long time club member and Lincoln owner Reuben Taylor and his wife Emily have had a very challenging year. As you may recall Emily suffered a stroke a while back and has not been quite herself since. As she continues on her road to recovery, Ruben would welcome hearing from you and especially any words of support during this trying time. You can reach him at his postal address.

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The Classic Car Club of America Museum announces the Grand Opening of NEW Grand Salon and Interactive Exhibition Museum

Friday - Driving tour to Marshall, MI and activities throughout Kalamazoo

Saturday - Classic Car Storytelling

- Ribbon Cutting and Champagne Toast
- Unveiling of Museum's 11,000 sq. ft. expansion featuring Grand Salon and world-class exhibits
- Black-Tie Optional Dinner

Sunday - Pierce Arrow Show at Gilmore

Monday - Friday

Driving tour to Traverse City and Mackinac Island

email cvogt@cccamuseum.org with questions.

Readers of the *Wall Street Journal* might have recognized a certain pair of GIRCCCA members in the April 3rd edition. Diane Fitzgerald and Burt Richmond were featured in a column, *My Ride*, about her love of Fiat micro cars. Owners of a pair of Fiat 500's, the article details how they found and purchased the first on a tour of the Italian Alps, and eventually, a second one. "It is impossible to be in a bad mood when driving them" says Diane. To read the entire article, search online at WSJ.com, or check your local library.

At this year's CCCA annual meeting (held virtually) GIRCCCA was awarded the 2nd place Chuck Conrad Website Award. First place honors went to the New England Region, and Wisconsin received 3rd place. Congratulations all.

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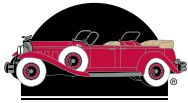
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Only certain models of the following vehicles built during 1915 through 1948 are recognized as CCCA Classics: Be sure to check on the list of recognized cars to see if all models of a particular marque are accepted as Full Classic® cars.

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

A.C.	Cord	Horch*	Maserati	Squire
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Alvis	Dagmar	Humber	Mercedes	Simplex-Crane
Amllcar (considered)	Daimler	Hupmobile	Mercedes-Benz	Stearns Knight
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Benz	Dupont	Kissel	Packard	Templar
Biddle	Elcar	Kleiber	Paige	Triumph
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Brewster	Fiat	Lanchester	Pierce-Arrow	Wasp
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Bugatti	Gardner	Leach	ReVere	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



Happy days! The good news for everyone is that things finally seem to be opening up. There are a few car shows popping up and although the Oakbrook Fathers Day Show is a no go, there will be a nice show on June 26th at Geneva Commons, and word is that the Chicago Auto Show will be back this year with July 15th as the target date! That's big news. It would be the first major show to come back to Chicago after the pandemic and will open the doors for others to follow. Temperature checks at the door and masks required are to me, a small price to pay to be able to get out, be sociable, and do some of the things I have been longing to do. While it may not quite be back to normal as we were used to, it's moving in the right direction. A one year hiatus was enough!

I did manage to get out to one car show in May - over at the Kendall County Fairgrounds. The weather was beautiful that day, and it certainly was uplifting to be out and about admiring all those collectibles and seeing their proud owners. Whatever your passion in cars, if you own one, it's your baby. Just getting to talk to people again was a treat.

Speaking of treats - it was certainly a special one to get out in the country to photograph John Rock's Packard - our stunning cover car. An added bonus was a chance to tour their stables and meet some beautiful horses. John's wife Karen is an accomplished horsewoman who gives riding lessons. Horsepower *and* horses - to my mind this couple has it all!

It's wonderful to be able to say that we actually have a calendar of events again! Do look it over and mark your own calendars and don't forget to check out the GIRCCCA website for things to do and last minute updates. I'm sure we're all grateful that there will be things to look forward to once again. I'm looking especially forward to seeing you all again in person.

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