

# The DASHBOARD

SPRING 2017



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



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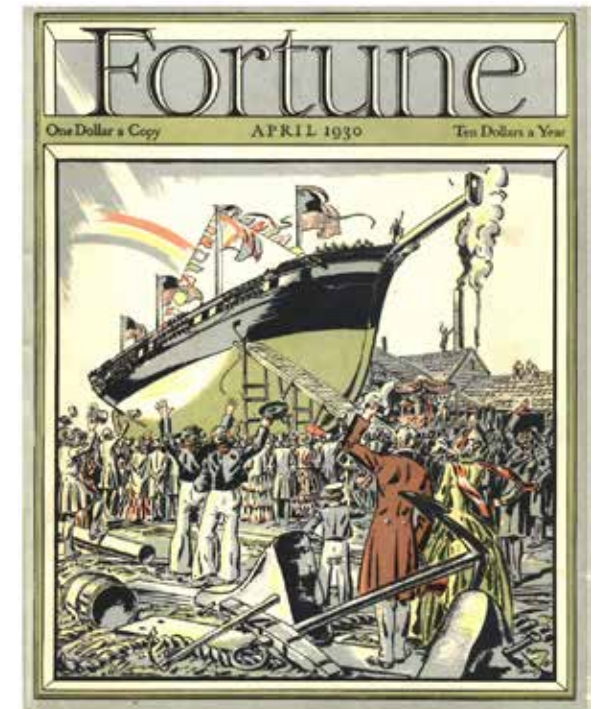
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Bob Mills	<a href="mailto:bob@rlmills.com">bob@rlmills.com</a>

## Upcoming Events

**May 12-13 - CCCA Grand Classic: Auburn, Indiana** (joint CCCA & AACA meet)

**May 13 - Coffee & Classics: 9 -11 am**  
Elly's Pancake house, 1142 West Devon Ave  
Elk Grove, IL (Belvedere Plaza) 847-923-9000

**May 12-21 - CCCA Nordic CARavan in South:**  
St. Louis to New Orleans, LA

**May 20 - Art & The Automobile - Palos Park, IL**  
contact Dan@elementscremation.com

**May 21 - Cars & Cops -** Judged show benefits  
the Chicago Police Memorial Foundation to help  
provide Bullet Proof vests to protect those who  
protect us: [www.cpdfoundation.org/carshow](http://www.cpdfoundation.org/carshow)

**June 3 - Annual Glen Ellyn Show**  
contact Jim Manak at [lelp@xnet.com](mailto:lelp@xnet.com)

**June 2-4 - CCCA Museum Experience:** Hickory  
Corners, Michigan

**June 9-11 - The Elegance at Hershey**

**June 11 - Annual combined GIR/POC PICNIC**

**June 11 - CCCA Grand Classic San Marino, CA**

**June 18 - GIR Annual Father's Day Car Show:**  
Oakbrook Center

**June 24-25 - CCCA Grand Classic Sequim, WA**

**July 1 - Motors & Music - Arlington Race Track**

**July 13-16 - Keeneland Concours d'Elegance**

**Thursday, July 20 - Palos Heights Car Show**  
5 - 9 pm Contact Bob Starzyk at [56buick@att.net](mailto:56buick@att.net)

**July 30 - 39th Annual Concours d'Elegance of  
America: the Inn at St. John's, Plymouth, MI**

**August 5-6 - Milwaukee, WI Concours**

**August 29 - Geneva Concours - Geneva, IL**

**November 19 - Annual Dinner**



## LETTER from the DIRECTOR

Dear Members:

By the time this issue find its way to your hands I trust we will have permanently put the snow and sub 40° temperatures behind us. I'd like to remind you to please take a look at all the events we have coming up. If you haven't signed up already I specifically want to mention The Art and Automobile Concours in Palos Park on May 20. This is the second year and it's a can't miss event. Although this region hasn't offered a Concours d'elegance in many years this could very well turn into that event.

Board-member Dan McCarthy has done a wonderful job spearheading this but needs your help to make it a successful event. Please reach out to him directly if you have any questions.

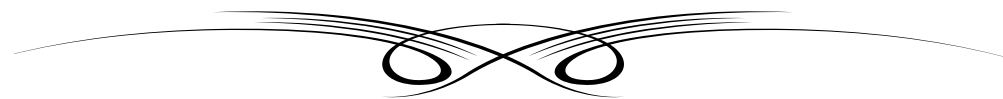
In addition to the Annual Oak Brook Father's Day car show, we also have a very special picnic organized by long time member Paul TerHorst. Not only has he graciously provided the perfect location for 3 outstanding car clubs to meet and socialize, we will also be celebrating the life of his dear wife and longtime member, Jean.

This leads me to a final thought. I would be remiss to not acknowledge the passing of one of our legacy club members, Ed Schoenthaler. It seems like only yesterday we were saying goodbye to his incredibly gifted wife Judy. For those of you who had the pleasure of knowing Ed you know what I mean when I say he meant a lot not only to those in the hobby but the friendships he made along the way. I can't think of a club or organization he didn't open his arms to and offer a piece of himself. We will miss his smile, his passion, his insatiable appetite for all things cars, but most of all his friendship.



CORD'ially,

*Russ*



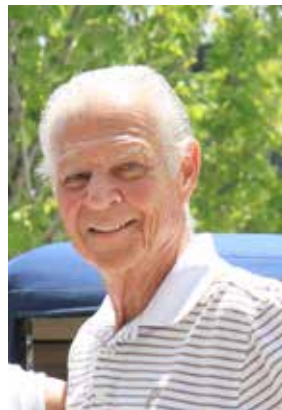
Sadly, the Illinois Region and the collector car community recently lost another well respected member. Edward P. Schoenthaler, age 75, of Oak Brook, IL and Naples, FL, passed away Saturday April 1, 2017.

Ed was an avid and passionate antique car collector for over 40 years, and belonged to many local and national car clubs and organizations, along with his late wife, Judy. Together they traveled the world with many of their award-winning cars, and made many lifelong friends along the way.

Ed grew up in Riverside, IL. He began his career as a car salesman at Brigance Chevrolet in Oak Park, IL, and was popularly known as "Mr. Ed.". He went on to become an owner of several Chicago area dealerships. Ultimately, he retired in 2009 after 25 years as co-owner, along with his brother, Bob, of Crossroads Chevrolet Buick in West Chicago, IL.

A longtime Rotarian, and a longtime Trustee of the Auburn Cord Duesenberg Museum in Auburn, IN Ed also enjoyed Lionel trains, car memorabilia, vintage toys, and recently started racing vintage cars.

He is survived by two daughters, several grandchildren, his brother Robert, and his fiancé Kimberly Roberts.



— HORSEPOWER ON AND OFF THE TRACK. —  
**LIVE RACING AND ENTERTAINMENT**  
May 5 – September 23  
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The Arlington Park logo features a horse and jockey in mid-stride, with the word "ARLINGTON" below it. To the right is a photograph of a horse race in progress at Arlington Park, with several horses and jockeys competing on a grass track. The grandstand in the background has "ARLINGTON PARK" written on it.

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## LOOKING AHEAD



**Sat May 20 - Art & The Automobile -  
Palos Park, IL  
9 am - 4 pm**

Over Jaguars, Morgans, Ferraris and Maseratis, James Tharp's 1933 Packard was overwhelmingly voted People's Choice "Best in Show". This venue showcases automobiles in their appropriate light: as the art pieces we all know them to be.

**Sunday June 3 - Annual Glen Ellyn Show  
9 am until 3 pm**

Packard, Cadillac and Studebaker Clubs and members are all welcome to display their autos in this show. Bill and Wilma Morris brought their 1931 Pierce Arrow Sedan to last years event. The show, held adjacent to Stacy's Tavern and Glen Ellen History Center, features speakers and presentations throughout the day.



**June 18 - GIR Annual Father's Day Car Show:  
Oakbrook Center**

This yearly show is the showcase event for the region and always draws several thousand people. Ed Schoenthaler's 1936 Supercharged Auburn was a definite crowd favorite at last year's event. The Oakbrook show is a perfect opportunity to showcase the Classics and educate the general public on just what a true Classic really is.



**June 2 - 4 - CCCA Museum  
Experience:  
Hickory Corners, MI**

Classics from across the U.S. make their way to this annual weekend event; among them Russ Rodriguez' red 1937 Packard Super 8 Limo.



**July 1- Motors & Music  
- Arlington Race Track**

Past participants include Carl Turano's 1930 7 passenger Sedan, Lee Gurvey's 1933 Lincoln Coupe, Mark Smith's 1930 Packard Roadster and Russ Rodriguez' 1937 Cord.



**Thursday, July 20 - Palos Heights Car Show  
5 - 9 pm**

Approximately 500 cars turn out for this event on the streets of Palos Heights. Mostly street rods, there is a special featured section set aside for CCCA Classics. Jon Freeman's 1935 Duesenberg was one of those on display last year.



**August 29 - Geneva, IL Concours**

The quaint, tree lined streets of Geneva are filled with exotic, antique, classic and specialty cars during this annual concours held the last weekend in August. One of the rare vehicles seen last year was this 1932 Ruxton 4 door sedan from the Richard Dreihaus Collection in Chicago.

# *The Experience Concours d'Elegance*

Hosted by Classic Car Club of America Museum  
June 2<sup>nd</sup> - 4<sup>th</sup> 2017

**We Invite:**

- All Full Classics\*
- American and European Roadsters, Sports, & Touring Cars 1915-1965

**Weekend Events:**

- June 2nd - Barbecue
- June 3rd - Scenic Driving Tour to Private Collection
- June 4th - Experience Concours, Fashions of the Era, Chocolate Making & Tasting



**Grand Marshal  
Clive Cussler**



On the campus of Gilmore Car Museum • Hickory Corners, Michigan

**Registration:**  
cccamuseum.org or 269.671.5333



## Classics in Salt Lake City

by M. Blevins

*A recent trip took me to Salt Lake City, Utah. While there I decided to see if there were any Classic Automobile Museums to visit. Sure enough, I found one.*

Stacy Williams has been collecting, buying and selling cars for about 40 years. A passion he shared with his late father.

His father, Joseph R Williams, was well known as a collector and it was he who started the museum. Besides being a car collector, the Senior Williams was a world traveler and established Friendship Inns, a national motel franchise. During his long and fulfilling life he served as a pilot in World War II and married a woman named Lucille Timms after his discharge. They had four children. A dedicated and talented business man, he and Lucille started with a single motel and built that into the large, national motel franchise known as Friendship Inns. Richard was also an avid snow and water skier with a passion for travel that took him around the world. Well known as a collector of antique cars, he established Classic Cars International, the museum and collection that his son Stacy now runs today. Joseph Williams passed away in 2015, at age 90.

The museum presently has no set hours, it is open by appointment only. I called the phone number listed on the website and spoke to a man named Stacy, who, unknown to me at the time, was the owner. I had no trouble making an appointment and it was easy enough to find the building, but in these days of GPS I don't know if anyone really gets lost anymore.

Stacy Williams met me and my party and showed us into his storage facilities. Three buildings holding about 200 cars.

I was impressed with the number of cars, but have to say the facility itself left something to be desired. What appeared to be a small garage upon first entering, was quite misleading. One room led to another, led to another - and kept on going. Every room was filled to

capacity. Most were cars of the '50s, '60s and '70s.

We noticed a lot of Cadillacs in one building. It appeared someone had a fondness for those and Stacy readily admitted, yes, that did kind of get "out of hand."

Finally Williams took us across the street to the showroom, the building that was clearly marked as the museum, where large glass windows allowed you to see a few of the cars that were inside. Entering by a side door, we walked into a large garage not visible



*Very surprising to see this pristine, beautifully restored 1928 Rolls Royce sandwiched in amongst a group of later model cars. Several cars such as this RR, however, are often rented out for special events, such as weddings.*



through those large front windows. This was more like it! These cars in here were much better cared for and were for the most part, true Classics.

At the time I visited, some of the Classics on hand were 1941, 1928, and 1938 Packards, a '31 LaSalle, a '36 Auburn, a '29 Pierce Arrow, and a 1929 Caddy. Williams, who himself has been restoring cars since he was just 15, said about half of the cars he owns are for sale, so his inventory does change, and, he added, they all run.

When asked if he had a favorite, he named one, then another, finally admitting he could not pin it down to one - he had about 10 favorites. Acknowledging there were several more cars at home in his own 26 car garage, it is obvious that, where cars are concerned, Stacy Williams truly is his fathers son.



*Williams fires up an Auburn*

*A Cord sits quietly in a corner, awaiting a little TLC*



To see the current inventory, visit the website <http://classiccarsintl.net>  
Admission: Adults \$6, seniors and children 15 and under \$4 (all profits from the museum are donated to the Utah Homeless Boys Ranch)  
*The Classic Car Museum* is located in downtown Salt Lake City, about 10 minutes from Salt Lake International Airport. Please call ahead to schedule an appointment: 801-201-1683



*An Auburn and a Packard in one corner...*

*...and a view through Williams very full showroom*



*Stacy Williams*





## 2016 London to Brighton Veteran Car Run

*Contributed by Bob and Herb Lederer*

In our last edition we had a write-up on our local Run to Brighton - Waukegan, IL to Brighton, WI - so I was quite excited to learn that a couple of our members went to the actual Brighton Run in England. Bob Lederer and his dad, Herb, were kind enough to contribute this account of their Brighton Adventure.

In 2016 the Royal Automobile Club LBVCR was scheduled for Sunday November 6th. The London-Brighton Veteran Car Run is the longest running motor-sport event in history as it has been staged every year (except perhaps for a few war years) since 1905. The genesis of the event is in commemoration of repeal of the "Red-Flag" legislation which required that operators of a motor vehicle in the UK had to be preceded by a person on foot carrying a red flag to warn the public of the arrival of the motorized vehicle. In keeping with tradition, all cars participating in this 60 mile run must have been manufactured prior to January 1, 1905.

The whole experience can best be described as automotive overload, which everyone interested in cars should try to experience. David and Kimberly Shadduck have done the run for 13 years, and were able to hold the hands of Herb and Dorie and Bob and Jackie Lederer who were participating for the first time. The help, guidance, and encouragement were much appreciated.

Other GIR members attending the events were John and Pat Barrett, who had a rental car and trailed along the run.

The Shadduck's had two of their cars on the Run. David and Kimberly drove their 1903 Model "A" Ford(nc) and their friends the Wiggins' ran the Run in Shadduck's Curved-Dash Oldsmobile(nc).

The Lederers were also intending to enter two cars in this year's run. Herb was shipping his 1902 Curved Dash Oldsmobile(nc), and Bob has a 1904 White steam car(nc) that lives on the Isle of Mann.

Herb's Oldsmobile(nc) adventure began in late May when it was found that the car needed some repairs (an understatement). By August 1st the engine had been rebuilt, the transmission rebuilt, the body freshly painted, and the car was up and running. By August 30, the car had run 125 miles without incident, and was delivered for shipment. Due to several incidents over which we had no control, including a hurricane, the car



*Departing London*

did not get to London in time to participate in the run.

Fortunately, Bob's car has a rear tonneau, so the four Lederers did the run in the White(nc). Being a 1904 car, our start time was late, about an hour after the first cars had started.

The event is well organized, with something to do every day. Our schedule was to attend the Bonhams auction on Friday, followed by a buffet dinner at the Royal Automobile Club facilities on Pall Mall Street. It is a multi-story building that is just what you would expect, filled with impressive automotive themed artwork and trophies in rooms featuring impressive dark woodwork and leather furniture.

Saturday we drove to the Regent Street concours where 100 plus cars were on display with the owners in period dress. Regent Street is equal to North Michigan Ave., and it was shut down for the concours.



*The Shadducks rockin' the look in Hyde Park*

The crowds were huge (official estimates of 500,000), respectful and enthusiastic. Participants were again sent to the RAC for a very nice buffet lunch. We were too tired however to go back to the RAC for the evening cocktail party and dinner.

Sunday was an early start (pre-dawn) to drive to Hyde Park, park in the assigned section and wait until it was your turn to start. The weather was dry, clear, and cold. Being a late starter, we noted a number of cars being tended to along the route. After central London, we were in normal traffic for a long time, until the Crawley stopping point which is about at the half-way point. After that, we left behind the heavy traffic, and were in open countryside sharing the road with other cars on the run.

The last bit of the run into Brighton had us on a 4-lane highway where we could finally get up to 35MPH before getting back into some more heavy traffic. The White(nc) arrived in Brighton with time to spare - a great feeling of accomplishment. The Shadducks struggled in their Ford(nc) with ignition problems along the route and ultimately experienced an engine knock just outside of Brighton which ended their journey. The Shadduck's Oldsmobile(nc) finished the run without incident.

The cars were spectacular to see, and the passengers were all ages, from very young children to very senior citizens. Looking at the pictures we took, everyone was smiling and enjoying the experience.

If you have the opportunity, do not pass it up.



*Crossing the finish line*

Registration for this year's run, which takes place on November 5, is now open for all pre-1905 vehicles. Organizers are putting a special focus on French motoring, and would like to welcome as many French marques. Registration is also open for the open-top bus tours that follow the run, providing transit from London to Brighton and back again. The cars congregate from 6.00 am with the first car departing at sunrise (7.02am) and the last car leaving from between 8.00am - 8.30am.



*The Lederers:*

*Bob, Dorie, Herb and Jackie*



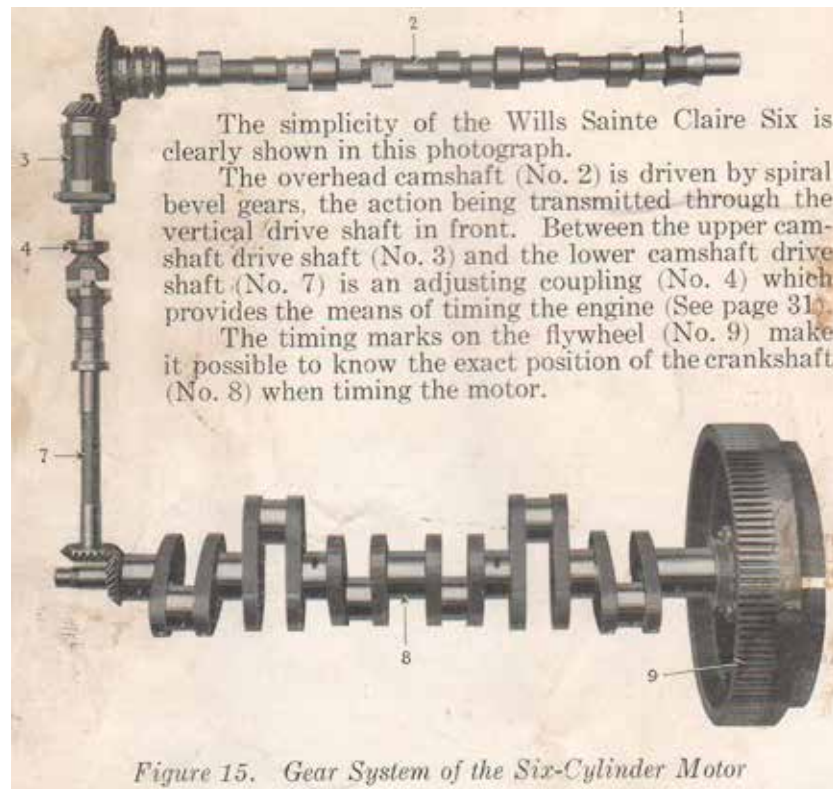
*Jackie and Bob Lederer*



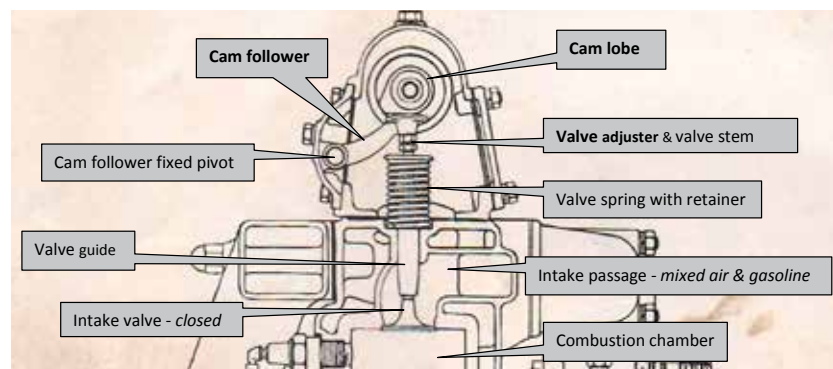
## Adventures in rebuilding a 1926 Wills Sainte Claire engine – Part 4

### INTRODUCTION

In this episode of our narrative we will talk a bit about cam and related valve train design. The engine's camshaft opens and closes the intake and exhaust valves synchronized with the crankshaft (piston position) and ignition system. There are a variety of valve train configurations used throughout engine history. They all ultimately do the same thing. They are identified by their engine type or cam location with names like: flat head, T-Head, overhead valve, overhead cam. The focus here is on the overhead cam Wills Six cylinder engine, as shown in the accompanying illustration from the owner's manual.



To transfer the *rotary* motion of each cam lobe to the *linear* valve motion, most engines use a tappet, or valve lifter, in conjunction with other components. The Wills engine uses a method suited for an overhead cam - a cam follower.



Upper engine front cross section with single intake valve



### CAM LOBE DESIGN

#### THE WILLS SAINT-CLAIRE CAM LOBE

The Wills camshaft lobes are a "case study" of an idealized shape of valve operation. The reality of physics derails that ideal notion. More on that shortly.

Vintage car cam lobes are usually of the shape in the illustration (4). The photo shows the Wills cam lobe – reground to factory specifications.

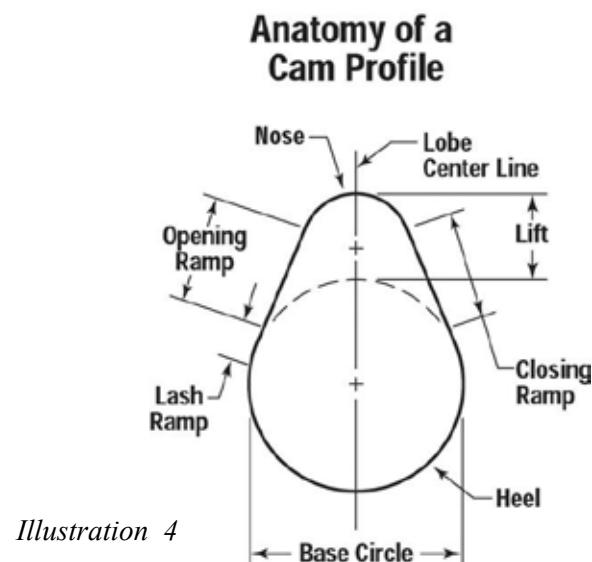
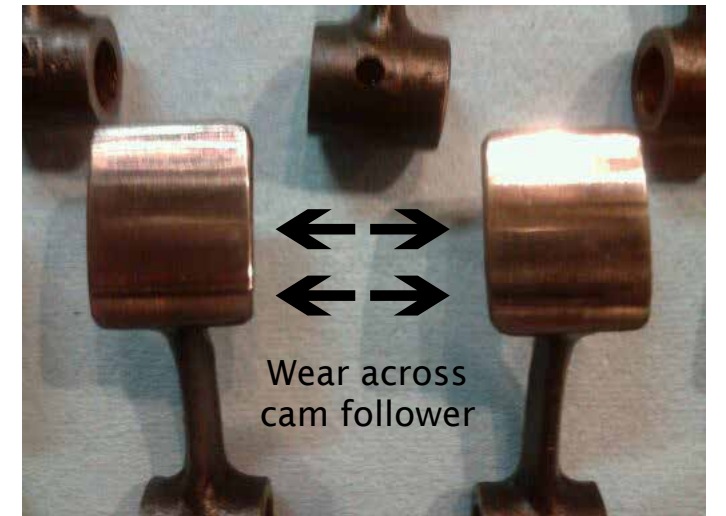
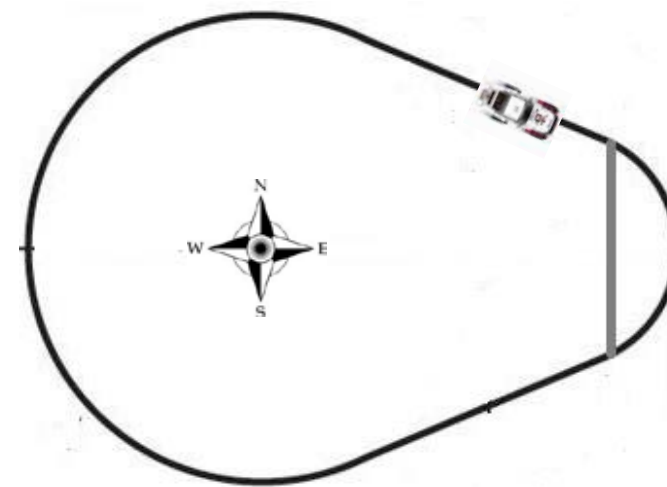


Illustration 4

As seen in the picture, the Wills cam lobes are flat on top. That presumably was to keep the valve open a uniform distance. In reality, the cam follower can't follow that dramatic a change. The cam follower may lift off the cam lobe at the flat transitions all the while scraping on the two sharp edges. Evidenced by grooves worn in the cam-followers:



To illustrate the interaction of the rapidly spinning cam and oscillating cam follower; visualize the diagram below as the imaginary *Wills Sainte Claire International Racecourse*.



So let's do some driving! You are in your race car. The first challenge is to drive your car at 100MPH around the black part of the track. Due to the sweeping turns you can do that easily, but not at 150MPH. The second challenge is to drive your car along the black part of the track and bypass the small curve on the East end of the track. This time you must take the sharp right onto the grey straight as the small East curve is blocked at both ends. What are the chances at 100MPH you will make the turn onto the grey part of the track and stay on the paved surface? Probably not good.

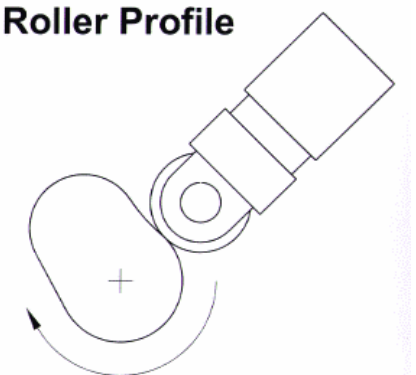
There is, however, good news. The surface surrounding the racecourse has plenty of smooth runoff. By following the grey path at 100MPH you have just experienced the cam follower view of running along the cam lobe. Physics wins.

With the freshly ground cam installed, the engine makes a bit more clatter than its contemporaries. Over time, the square corners will become rounded as they were before the re-grind.

### CAM & TAPPET EVOLUTION

Most road-going collector cars have what is commonly referred to as flat tappets: two smooth metal surfaces sliding against each other. The reason zinc and phosphorus are critical in engines with flat tappets is to keep the oil stuck to the two sliding surfaces.

#### Roller Tappet With Roller Profile



Modern automobile roller cams use a wheel at the base of the tappet – a roller tappet - to follow the cam lobe profile. Roller cam profiles are more gradual in their transitions than flat tappet cams. The open valve portion of the lobe is much wider than a traditional flat tappet cam. In a smoother way they incorporate the long duration valve opening flat top design of the Wills. Perhaps Mr. Wills took the industry a step into the future after all.



*Just a reminder: This is not a complete how-to on rebuilding an engine nor is it a recommendation on any specific techniques. This is an overview of what was done in a specific case and presented here to provide insight into the engine's operation and rebuilding.*

1. Photographs are by John Schnittker and the author
2. The Care and Operation of Wills Sainte Claire Motor Cars – Six Cylinder; Wills Sainte Claire. Inc. Marysville Michigan, Circa 1925
3. Service manual - Wills Sainte Claire Motor Cars – Model A-68; C.H Wills and Company, Marysville Michigan, Copyrighted 1922
4. <http://ls1tech.com/forums/generation-iii-internal-engine/327734-cam-guide.html> - Cam lobe diagram
5. <https://www.pinterest.com/grandpadesign/illustration-of-cars-art/> - Porsche
6. <http://www.clipartbest.com/compass-rose-graphic>
7. <http://www.lunatipower.com/Tech/Cams/FlatTappetOrRoller.aspx>



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## M. Blevins

frame either, but on a hand built, figure-eight frame also designed by Ladd. All four wheels get independent suspension that favors leaf springs over coil springs, and power is sent to the rear wheels through a Winters rear end with inboard drum brakes.

Beneath the Mulholland Speedster's hood sits a 292-cu.in. Lincoln flathead V-12, wearing Hogan heads and force-fed by a Latham supercharger and Winfield carburetors. A five-speed manual transmission sends the torque to the quick-change rear. The Mulholland Speedster's roof tucks away under the rear deck lid when not needed. I asked Troy Ladd what color that paint job is - he answered "We call it Mulholland Merlot".



It was my first ever visit to the World of Wheels, and although pretty impressive, it is definitely a hot-rodders paradise. If you enjoy custom cars and glossy paint jobs, this is the show for you.

Several antique Fords(nc) were on display at the Model A Restorers Club exhibit and drawing a large crowd in another corner of the show was the 'Munsters' car.







**The Cadillac V-16** was Cadillac's top-of-the-line car from its January 1930 launch until production ceased in 1940 as the war in Europe killed sales. All were finished to custom order, and the car was built in very small numbers; the majority of them were built in the single year of 1930.

Dennis Sobieski's 1930 Cadillac Sport Phaeton - our cover car - was the first one. The very first. With stacks of paperwork to prove its pedigree (3 1/2 inches thick to be exact) it's history is fascinating.

In 1930, the newly introduced V16 was exceeding expectations and Mr. Fisher of GM was confident these cars would match anything European makers could offer. In June, six V16s were shipped to Europe, along with a full support staff of drivers, mechanics, sales personnel, etc. All were side mounted Fleetwoods; a Town Car, a Convertible Coupe, a Sedan, a Madame X Sedan, a fixed top Coupe, and a Sport Phaeton - the one now in Sobieski's possession. They sailed from New York on June 12, 1930 on the S/S Deutschland.

Pictures and newspaper accounts of that tour and

bills of lading are all part of Sobieski's file.

The caravan kicked off on June 24 in Copenhagen, Denmark at the Angleterre Hotel where two V16s were displayed in the tea room for select invited guests. The other three were parked outside, on red carpets. The 10 week, 9 country tour went on to 44 cities and towns in Sweden, Germany, Belgium, Switzerland, and Spain ending 6,654 miles later in Paris, on September 9.

The caravan was preceded throughout it's tour by a Chevy truck placarded on all sides with announcements of the Cadillac Caravan. Exhibitions were held in hotel dining rooms and rotundas, art galleries, dealerships and town squares. Two of the cars were actually sold in Switzerland and the other three were displayed at the Paris Automobile Salon in October.

From all accounts, none of the cars were shipped back to the States, having been sold to European customers. This particular Cadillac remained in France.

Fast forward to ??? An American tourist in France made inquiries about a Cadillac he had heard of in town. A stroke of luck led him to the owner, who obligingly

showed him the car. Unfortunately a previous owner had decided to turn the car into a sedan, commandeering parts and attaching them in whatever fashion possible. The original Phaeton body had been removed from the chassis and replaced with a Saoutchik special body.

Checking the VIN number, the American suspected what he had found - but it was not for sale.

In October, 1983 the Phaeton-turned-sedan was shipped from Rotterdam to Galveston, TX, where a new owner awaited, and trucked to California. It eventually went to Arizona, and in the late '80s a new Sport Phaeton body was built in Colorado using wood and metal construction as per original specifications and the new Sport Phaeton body was mounted on the Fleetwood chassis. In 1999 the Phaeton was sold at auction and the new owner, a CCCA member, wanted it classified as a Classic. Those alterations, and the fact that somewhere along the line it had been mis-identified as an all weather car, made for some headaches as successive owners tried to obtain Classic Car status for the vehicle. It even caused one owner to lose interest in the car and sell it.

In May 2001, Sobieski signed the bill of sale from it's Oklahoma owner and continued to pursue getting the car classified.

The front clip and hood were original Cadillac, the hood fit the cowl as when new and the original Phaeton body plate was on it. Elliott Kurt Klein, of the National board of Directors of Cadillac LaSalle Club inspected the restored car, checked ALL unit and serial numbers against the factory build sheet, verified that ALL numbered parts matched, and concluded that "The actual restoration of the car is absolutely correct and the quality of the restoration without equal. This car is the finest example of the Fleetwood/Cadillac Style #4260 Sport Phaeton, I have ever seen."

After seeing this car myself, I would have to agree.





# Covercar

A closer look at this car makes it possible to better see the subtle color combination, not readily apparent at a distance or in somewhat darker lighting. I would describe the paint colors as gray and a dusty teal green.

The interior is a more saturated shade of the fender color, making it greener in appearance. Tan carpeting, top and trunk make for a pleasing, beautifully complemented color combination. Truly a stunning automobile!

A peek in the back seat reveals a rear dashboard, with Jaeger chronometer and a speedometer (see photo on the back cover).

When Dennis first obtained the car he spent lots of time fiddling with those instruments, trying to figure out how to make them work, finally realizing that, although the parts were in place, the inner works were not. So he tracked down someone who knew how to repair those parts and today, they do work.

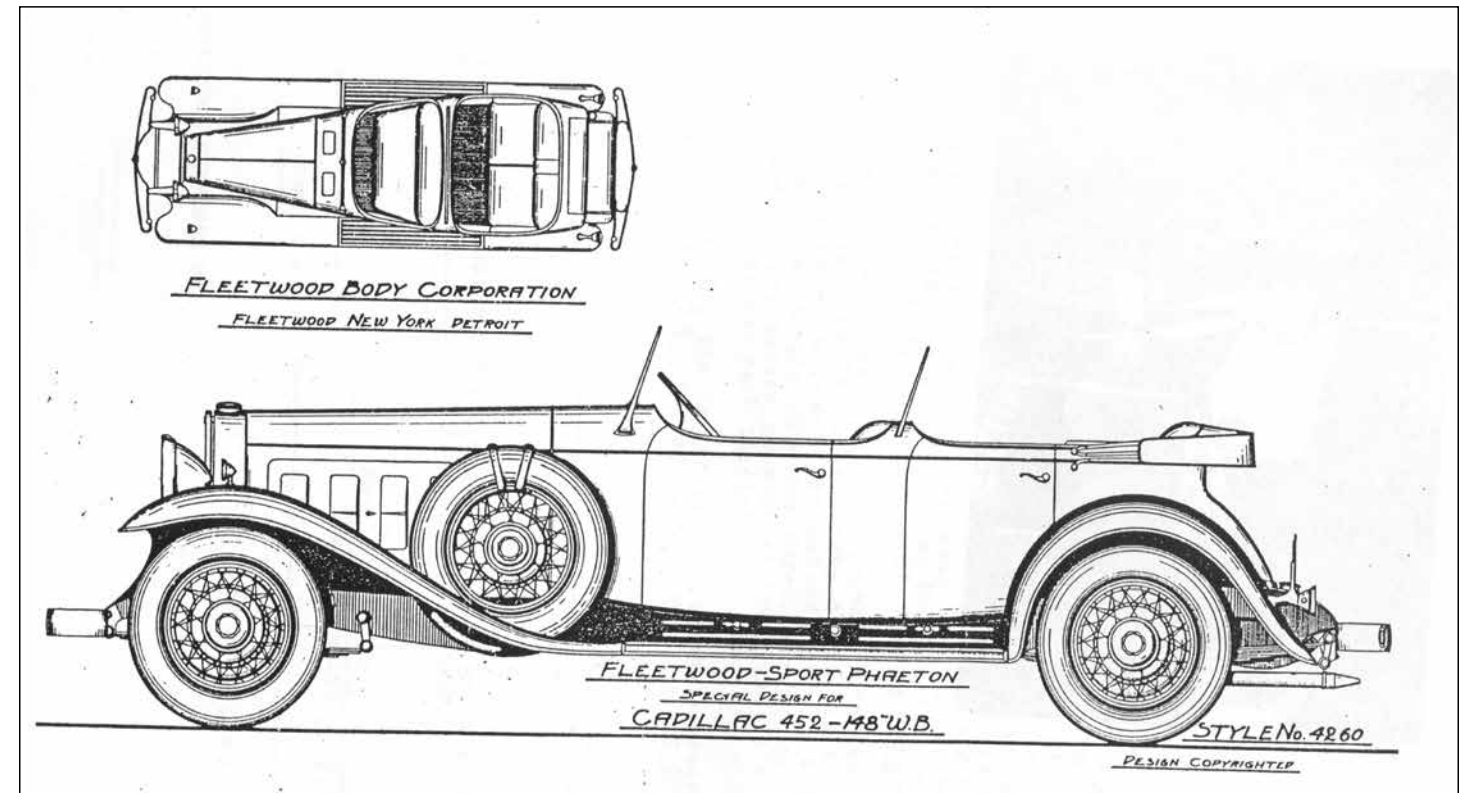
Nestled inside the trunk is an original three piece set of matched luggage in black leather. All in perfect condition, the pieces fitting smoothly together like puzzle pieces. The compartment behind the trunk holds the side curtains.

With a car this beautiful, this historic, and so perfectly restored, I had to ask if he took it, or one of his others (Sobieski also owns a second 1930 Cadillac - a Coupe, and a '33 Packard) to many concours or Grand Classics and if they had won any trophies. Silly question. I saw them. There are well over a hundred.

*Dennis Sobieski, like a lot of other antique and Classic car buffs, seems to like antiques in general and often browses antique shops, swap meets and flea markets. His garage (at right) is filled with model cars, signs, antique bottles, etc.*



# Covercar



1930 V16, 452 Sport Phaeton Cadillac Fleetwood 16 Cylinder, 3 speed, 185 horsepower 148" wheelbase





## Cover Car Year 1930

~ a few of the highs and lows

1930 brought us Betty Boop, Scotch Tape, and several classics in the food industry - all of which made their debuts that year.

*January* – The 3M company begins marketing Scotch Tape. Scotch Tape was developed to seal a new transparent material known as cellophane; First invented by Richard Gurley Drew, a bodyshop painter testing his masking tape to determine how much adhesive he needed. Frustrated with the sample tape of 3M, he exclaimed, "Take this tape back to those Scotch bosses of yours and tell them to put more adhesive on it!"

*March* - The first frozen foods of Clarence Birdseye go on sale in Springfield, Massachusetts.

*April* - Hostess Twinkies are invented in Schiller Park, IL by James Alexander Dewar, a baker for the Continental Baking Company after realizing that several machines used to make cream-filled strawberry



Sketch of the original Betty Boop

that on this day "There is no news".

*August* - Betty Boop makes her debut in the cartoon 'Dizzy Dishes'

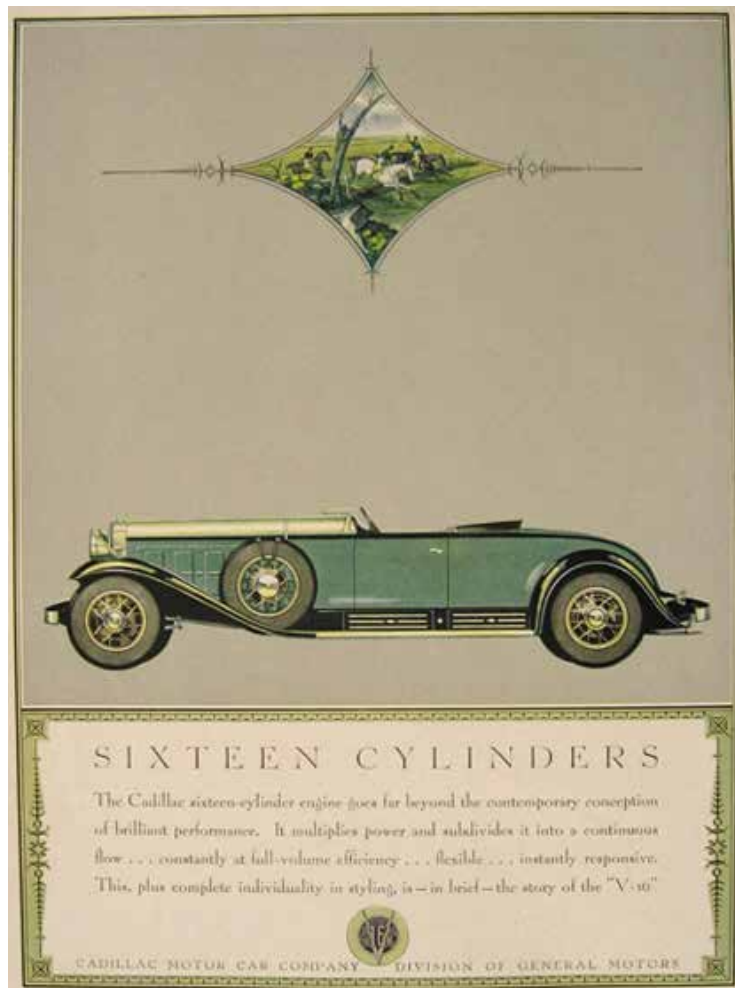
*December* - President Herbert Hoover goes before Congress to ask for a \$150 million public works program to help create jobs and to stimulate the American economy

shortcake sat idle when strawberries were out of season.

Neoprene is invented by DuPont as a result of a search for a synthetic rubber to counter increasing demand and higher prices for natural rubber.

Ellen Church becomes the world's first stewardess, working on a Boeing Air Transport trimotor. A nurse and female pilot, Boeing would not hire her as a pilot, but followed her suggestion to put nurses on board airplanes to calm the public's fear of flying

*April 18* BBC Radio London reports



C.L. Cummins introduced the automotive diesel to the U.S. in January 1930 in a 792-mile trip from Indianapolis to the New York Automobile Show. The trip required 30 gallons of fuel at a total cost of \$1.38. In August 1930, a Cummins diesel-powered truck set a coast-to-coast record of 97 hours and 20 minutes on \$11.22 in fuel. In 1931, the Cummins truck set a non-stop record around the Indianapolis Motor Speedway for 13,535 miles. The number 8 Cummins Diesel also started the 1931 Indianapolis 500 in the sixth row and finished the race nonstop, finishing 13th with an average speed of 86.17 mph.



Before even finishing the 8th grade Clessie L. Cummins stated, "I want to be a machinist and make things." He started his journey as a member of the pit crew for the first winner of the Indianapolis 500 mile race in 1911. Ten years later, he incorporated the Cummins Engine Company in Columbus and received two patents for fuel injection on diesel engines.

In 1955, he launched Cummins Enterprises Company to develop his new ideas and immediately patented the diesel engine brake. He also introduced new fuel injection metering pumps in the late 50's. In a career spanning over 50 years, Clessie Cummins' inventive genius garnered 33 U. S. patents and numerous honors for his pioneering achievements.

Sept. 28, 1930: After 42 days on the road, James B. Hargis and his mechanic, Charles Creighton, returned to New York City and laid claim to a new automobile record, The Times reported.

The two men had driven round trip to Los Angeles in a Ford roadster - in reverse. The car was left running the entire time, the newspaper said.

"Throughout these 42 days, Hargis and Creighton traveled night and day at an average speed of 10 mph, sleeping in a specially constructed seat in their roadster," The Times said. "However, in Los Angeles, the boys gave themselves a 48-hour rest while their motor chugged on while crowds gathered around the car, which was making such a unique endurance record."

"Before the boys left New York," the newspaper said, the Texas Co., maker of the Texaco products used on the run, removed the low, intermediate and high gears from the transmission.



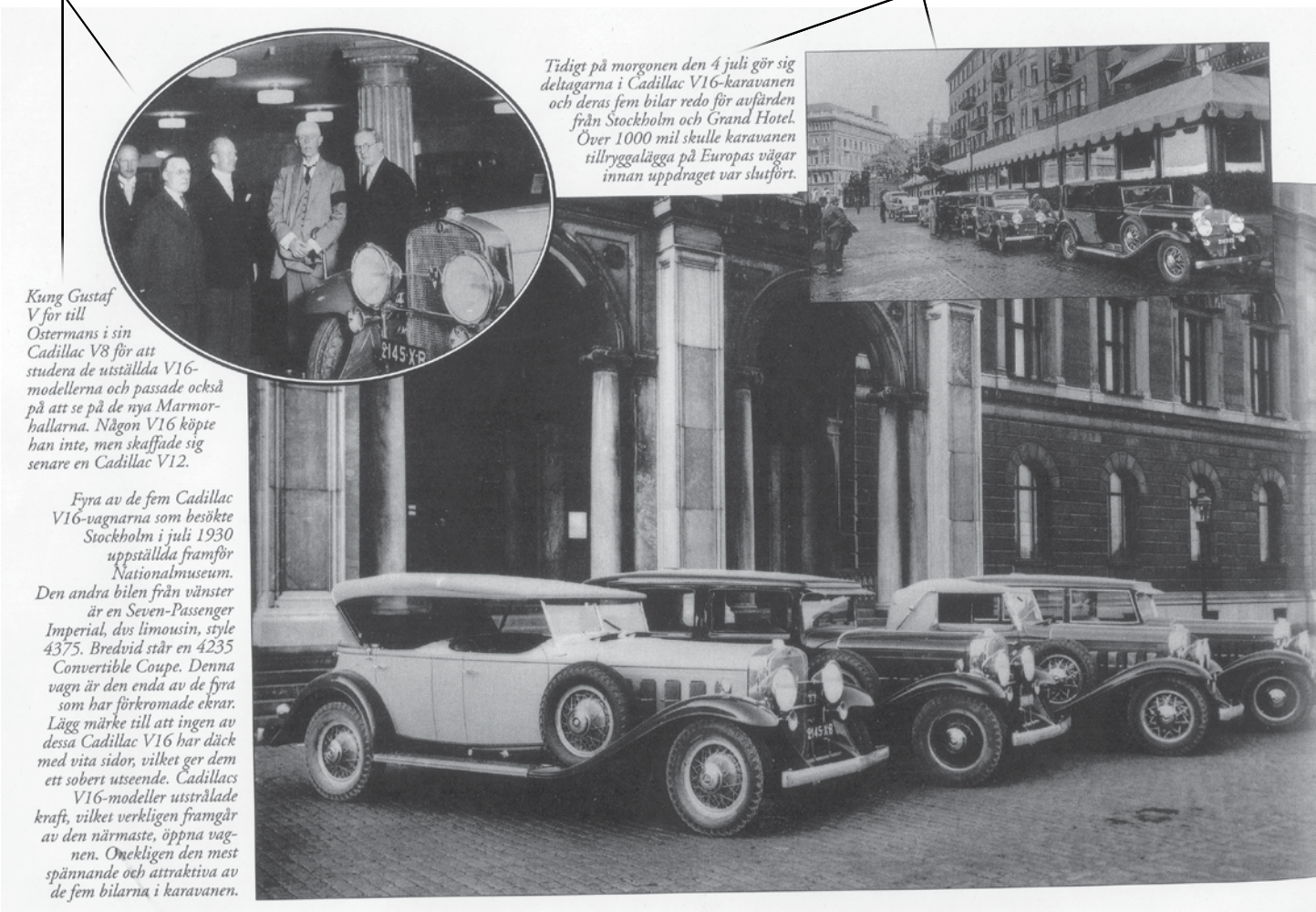
Ruth Wakefield may be the inventor of the most popular thing ever - chocolate chip cookies. A dietitian and food lecturer, in 1930 Ruth and her husband ran a Massachusetts lodge called the Toll House Inn where she cooked and baked for the guests. One day while making one of her favorite cookie recipes, she discovered she was out of baker's chocolate so she cut up a Nestle chocolate bar, expecting the chocolate to melt as the baker's chocolate did. It did not. The cookies became popular with her guests, the recipe was published in several newspapers and Nestle eventually published the recipe on the package in exchange for, among other things, all the chocolate Ruth could use for the rest of her life. Nestle began packaging a special chopper with it's bar, but in 1939 came up with the idea of just packaging the 'morsels'.



Only 4076 V16s were constructed in the 11 years the model was offered. This was the first V16 powered car to reach production status in the U.S. Not until after the stock market crash of 1929 did Cadillac announce to the world the availability of the costliest Cadillac yet, the new V-16.

In 1926, Cadillac began the development of a new, "multi-cylinder" car. Development proceeded in great secrecy over the next few years; a number of prototype cars were built and tested while Cadillac chief Larry Fisher and GM stylist Harley Earl toured Europe in search of inspiration from Europe's finest coachbuilders.

King Gustaf V went to A.B. Osterman to study the V16 models in his Cadillac 8, and also took the opportunity to see the new marble halls. Someone, not the king, bought one, but later he did get himself a Cadillac V12.



Four of the five Cadillac V-16s are seen in front of the National Museum in Stockholm. Second car from left is the 7 passenger Imperial (limousine). It is noted that only one of the four has chrome spokes, and only one with wire sides, giving them a sober look. The open wagon is undoubtedly the most exciting and attractive of the five cars in the karavanen. (note: The front car is obviously the Phaeton)

Unlike many builders of luxury cars, who sold bare chassis to be clothed by outside coachbuilding firms, General Motors had purchased the coachbuilders Fleetwood Metal Body and Fisher Body to keep all the business in-house. Bare Cadillac chassis could be purchased if a buyer insisted, but the intention was that few would need to do so.

In Dennis Sobieski's file is a binder full of photo-copied pictures - most of them not making for good reproduction. The one below however, is an actual photograph. One can only guess where it came from - the captions are in Swedish.

With the help of Google, we have a rough translation.

Cadillac V16 Caravan and their five cars ready for departure from the Stockholm Grand hotel.

The shipping order: Mislabeled as an all-weather Phaeton. Colors: Indiana grey, Saxon grey and Raven Wood Brown with black sidewall tires and wire wheels

SHIPPED TO COPENHAGEN DENMARK

V-16 STYLE-CADILLAC		ENGINE NO. 101554	DATE ENTERED
OLSTERY 1930		INVOICE NO.	DATE SHIPPED
3400		BACK ORDER NO.	FREIGHT CAR NO.
FISHER ORDER NO.		ROUTE	
GEAR RATIO		TOOL KIT	
BODY STRIPE		COLOR SPOKES	
COLOR HUBS & FELLOES		Tires (SIZE & MAKE)	
WHEEL STRIPE		IGN. KEY TOOL KEY	
UNIT ENGINE		GENERATOR	
STEERING GEAR		FRONT AXLE	
TRANSMISSION		REAR AXLE	
CHASSIS		CARBURETOR	
CHECKED		DOUBLE-CHECKED	



Flying Goddess Hood ornament: In the 1931 Accessories Catalog from Cadillac, one could order either the Flying Goddess or the Heron for just \$20.00.

THE CADILLAC V16

Trim, title, and clean, the appearance of the Cadillac V-16 engine bespeaks a great capacity for notable performance with amazing smoothness

THE CADILLAC V-16

THREE years ago, there was begun in the engineering laboratories of Cadillac the creation of a new engine—V-type, sixteen cylinders.

This magnificent engine, mounted in a super chassis and carrying Fleetwood custom bodies, now takes its place beside Cadillac and LaSalle as the highest expression of an institution possessing the resources, the organization, and the equipment to build the world's finest cars. The new car will be called Cadillac V-16.

The engine of the Cadillac V-16 is an inherently balanced valve-in-head design. The displacement is 452 cubic inches, the horsepower rated at 175 as the car stands ready for the road. The included angle between the



## If You're NEAR...

by Charles Falk

...**Orange County, California**, I suggest you find your way to the Town of Tustin and visit the Marconi Automotive Museum and Event Venue. For those who know Southern California a bit, the museum's location is about a 4.2 mile (or a 13-minute), uncomplicated, drive from the John Wayne International Airport - it sits roughly at the intersection of Interstate 5 and California Route 55.

California is blessed with a multitude of automotive museums but the Marconi is probably the least well-known among them. It's website announces that the museum is "proud to feature automobiles from around the world," and suggests that "it's collection is all about style, and class, with a touch of adrenalin." Having visited the museum a few years ago, I can tell readers that I find nothing wrong with these statements. This museum is of high quality and well worth seeing.

Here is what some others have said about their visits to the Marconi: "One of the best private car collections on public display - there really are some spectacular cars and motorcycles on display here." "An absolute gem of a find." "Each car had a story." "The cars are all beyond amazing. This visit was a memory I'll never forget."

Here is what those folks are talking about: Once arriving at the Marconi Museum, what one will see is a diverse car collection of about 75 rare and exotic vehicles - some of which are one-of-a-kind creations - that have been amassed over a period of years by entrepreneur, Dick Marconi. His original passion was open wheel race cars - including Formula I and Indy cars - and these formed the foundation for what was to become a more diverse collection and, ultimately, a car museum.

As Marconi's collection grew, it became clear that he needed a better place in which to house his cars and related "automobilia." To that end, he found a suitable site in the form of what had been an old salad oil manufacturing facility, in Tustin. He tastefully repurposed the building into an appropriate space to store, maintain, and show his open wheel race car collection. Once he had space, he quickly decided to bring his collection of other interesting cars into the building and to adopt the model of an official car museum. The building first opened for public view in 1994.

Mr. Marconi's business success gave him the wherewithal to amass his car collection. He was

originally from Gary, Indiana and after acquiring an MBA degree, a young family, and \$500 in savings, he found his way to Southern California in the 1950s "where he embarked with passion, on a career developing and manufacturing custom made vitamins, weight loss products and food supplements." He was one of the executives who founded the well-known Herbalife International. He later established and led Global Health Sciences, Inc., which became a major supplier to Herbalife.

Mr. Marconi was among the first advocates for trying to figure out how to keep people healthy - as opposed to just focusing on methods of fixing people up after they became ill. The products he manufactured and marketed aimed to do just that.

While building his business, Marconi found the time to race professionally in "very competitive car racing circuits" with his own Marconi Racing Team, adding that "... at age 60, he was the oldest driver to ever compete in the Long Beach Grand Prix." He was quite happy to have started in 18th place and to finish in 8th.

Although the core of this collection has been the open wheel racers - some of which Marconi and his family members have personally raced - it now includes one of the largest collections of Ferraris extant in the U.S. The standout in this collection is a 1950 vintage red 195S Ferrari(nc) that is reportedly "the 53rd car Enzo Ferrari built."



Also included are an interesting assortment of muscle cars (Vettes(nc), Mustangs(nc), a Plymouth "Cuba(nc)", a Dodge Challenger RT(nc), several Sheldbys(nc)) and a number of high-performance street-



legal cars from marques like Lamborghini, Porsche, Lotus(nc), and Pantera(nc). Additionally, the collection has a "Gull Wing" Mercedes(nc), a vintage Jaguar, and a Chip Foose "Hemisfer(nc)". Some of the other vehicles of interest include a Plymouth Prowler(nc), a Dodge Viper(nc), a DeLorean DMC 12(nc), a 1929 Model A Ford(nc), 1956 Rolls Royce Silver Cloud(nc), a 1937 Ahrens Fox(nc) fire engine, and other goodies. The Marconi collection even includes a number of rare or exotic motorcycles.

All of the vehicles are attractively displayed in the museum's two main halls. The high ceilings and bright lights create an industrial-like, but dramatic backdrop for the cars. The exhibit of vehicles is complemented by a vast array of automobilia - like automotive posters and art work, racing logos, trophies, and racing uniforms and helmets - some of which were worn by famous race drivers. This material adds value to the



experience of visitors to the museum.

Mr. Marconi and his wife, Priscilla "Bo" Marconi, are people known as individuals who have been grateful for their good fortune and have manifested the gratitude by wanting to share their good fortune with others. Additionally, their passion extended beyond a love of cars and into a concern for at-risk children and other less fortunate individuals within their community. They managed to merge those two passions when, in 1994, they founded Marconi Automotive Museum and Foundation for Kids. This involved donating their collection - then valued at \$30 million - to the newly-formed foundation.

The foundation's mission is straightforward and clear: "Our mission is to help raise awareness for the plight of at-risk children in our community." The statement probably could have gone a little further by adding the phrase: "and to do things that would help

them."

Concurrent with the creation of the foundation, the Marconis made further improvements to the museum property so that it could be marketed as a special event facility for business meetings, seminars, corporate parties, wedding receptions, private tours, and the like. Having one's party or special event in a space where participants would be among dozens of terrific cars offers great appeal. The Marconis remain active in museum affairs and occasionally host "Meet the Founder" events.

The income generated by special events and donations provides the resources to maintain and show the collection and also provides cash which the foundation can distribute to organizations it deems worthy. The Marconi website has an extensive list of community and charitable organizations that have been the recipients of grants from the foundation. It has been reported that a stated goal of the foundation is to raise \$1 million each year to help organizations that serve at-risk youth.

As noted, it has been several years since my visit to the Marconi, so I wondered if much had changed since that time. It turns out that, apart from the addition of a few cars that were not in the collection at the time of my visit, the museum remains pretty much the way it was when I was there.

"Bo" (Mrs. Marconi), who serves as the CEO of the museum and the foundation, graciously gave me some of her time wherein I was able to check some facts and pose a few questions about the museum. I asked her what she thought was the most significant attribute of the collection. She believes that it is..."the diversity of the collection. There is just about something in it to interest anyone." I also asked if the museum was still looking to purchase cars for the collection. It isn't, but donations of significant cars would be welcome. Finally, I asked what were the hopes or dreams for the museum's future. Mrs. Marconi indicated a hope that the museum can continue fulfilling Dick Marconi's original dream - where it would earn enough money to sustain itself; and increase its ability to contribute more to the at-risk children and other organizations in need in Orange County.

In sum, if one is a car hobbyist, and can find the time to get to Tustin while in California, you would not be disappointed by the Marconi Museum.



## If You're NEAR... continued

### Planning a Visit to the Marconi:

Because the museum is marketed as an event space, it is not available to the general public on Saturdays and Sundays - the days when it has its heaviest demand as an event venue. But the automotive collection can be seen between 9:00 a.m. and 4:30 p.m., Monday through Friday. No admission fee is charged, but at a suggested \$5 per person donation to the foundation (that goes to help the kids), it is among the best buys when compared with other car museums with which I am familiar. As always, if one plans to visit, I recommend calling the museum or checking its website to confirm the current schedule of hours before heading in it's direction.

A visit to the museum is a self-guided tour that could range from 30-90 minutes, but I would allocate a minimum of about 60 minutes to take in all that the museum has to offer. Enthusiasts with deeper interests should allow more time. No food or beverage service



Marconi Automotive Museum  
1302 Industrial Drive  
Tustin, California 92780

714-258-9117  
www.marconimuseum.org

is available, so plan to eat before or after your visit. Also, there is no gift shop, per se, but a few items can be purchased at the museum's office to commemorate one's visit. Parking is free and ample. The area in which the museum sits is considered safe.

*Sources: The information used in developing this column came from the museum's official Web site, other Web sites, notes from my own visit and notes from my phone interview that Mrs. Priscilla "Bo" Marconi was gracious enough to provide. Pictures provided courtesy of the Marconi Museum*

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## Chuck Bodak

by M. Blevins

In perusing the Marconi website in search of a couple of photos to round out Charles' article, one car on their website really caught my eye. Looking at first glance like a page of Sunday comic strips, it is a 1969 Fiat 850 Spider (nc) covered both outside and in, with boxing art. It certainly has to be one of the most, shall we say interesting, cars in the museum.

Vasil "Chuck" Bodak (1916 - 2009) was an American boxing cutman and trainer who worked with over 50 world champions including Muhammad Ali, Rocky Marciano, Tommy Hearns, Julio Cesar Chavez, Evander Holyfield, Edward Necco and Oscar De La Hoya. Additionally, Bodak co-authored *Boxing Basics*, a book that outlines the fundamentals of boxing, and he was also an artist of sorts - drawing cartoons and portraits. Bodak also had acting roles to his credit,

playing the role of Cesar's cutman in the 1999 film *Play It to the Bone* and portrayed himself in two documentaries, *More Than Famous* in 2003 and *The Distance* in 2006.

Vasil Bodak was born in Gary, Indiana where he and Marconi first met as teenagers. His involvement in boxing began circa 1929 at Schonfield's Athletic Club. In 1942 Bodak enlisted in the U.S. Army. He survived the Battle of The Bulge after being shot twice and was awarded two Purple Hearts. He moved to Chicago, Illinois in 1958 where he was a boxing coach for the Catholic Youth Organization (CYO) for many years before moving to California. An amateur fighter himself, Bodak coached the National Golden Gloves team in the late 1950s where he began working with a young teenager named Cassius Clay who changed his name to Muhammad Ali.

Bodak trained Ali for the last four years of his amateur career that culminated with the winning of a Gold Medal for the light-heavyweight competition at the 1960 Summer Olympic Games in Rome, Italy.

In the boxing world Chuck Bodak became known for his trademark headbands with photos of his fighters as well as his handmade jewelry and collages that he liked to give away as gifts. Spending four years "decorating" this car, this work of art is now on permanent display at the Marconi Automotive Museum.

From the grill to the tail lights, the cutman painstakingly glued specially chosen photos of favorite fighters and vintage magazines over the car from the hood to the hubcaps!

Even as Chuck advanced in age he continued to work in the ring and was active in the boxing community until he suffered a stroke in 2007 at the age of 90. He died in a motor accident in 2009 at the age of 92.



Chuck Bodak and his decoupaged Fiat. Note what looks like the hood ornament: a pair of boxers



## B-17e Project

For twenty years now I have been shooting videos of cars. Many know this. I have also been shooting videos of World War II bombers.

I have been in 5 B-17 Flying Fortresses and flown in 3 of them. This story is about one that I have been in on numerous occasions but hasn't flown for many years. I am talking about *Desert Rat*, the B-17e being restored in Marengo, Illinois.

The B-17 Flying Fortress was developed by Boeing, and built by Douglas, Lockheed and Boeing for service in WWII. A total of 12,731 of these bombers were built. Over 8,000 were lost in combat and training accidents. Many surviving aircraft were put into civilian roles after the war but most were scrapped. I believe it is in the movie "The Best Years of Our Lives", where Dana Andrews catches a ride in a B-17 and witnesses the scrapping of the airplanes.

The Desert Rat B-17e was converted to a cargo ship and designated as an XC-108. It was used to carry cargo and personnel over the Himalayas and into China. After this role it found itself in Maine, in a scrap yard where it was cut into pieces. It was a brutal disassembly.



Stripped down to bare metal, you can clearly read *DESERT RAT* imprinted on it



Chuck Derer and Mike Kellner

In 1985 Mike Kellner began to bring the airplane's pieces to a farm in Marengo, Illinois. Some he brought there himself and some required the hiring of professionals. It took several years to bring it all back to Illinois. Mike's plan was to restore it to its original configuration. This meant giving it back a number of bulkheads, taking the reinforced fuselage back to original and installing the bomb bay and much, much more.

Before the plane could be restored it had to be completely taken apart. Today parts are still being disassembled and others are being rebuilt and restored to the original Boeing specifications. The front section is almost complete, The fuselage is almost complete -

but in pieces. The stabilizer almost touches the roof of the barn that it is in. When the project gets closer to completion it will outgrow its old home and be moved by truck to hangar space at an airport. I hope that it doesn't move too far away because once a year I do a video update of the progress.

The project attracts surviving World War II B-17 crew members. One such veteran is Kenneth Hoffman. Hoffman was a tail gunner when he encountered his first jet fighter, the German's Messerschmitt 262. I could tell as he told me his story that he could clearly still see the imminent threat of that fighter. We are lucky the Germans didn't have the number of jets that would have made the difference.

Another Veteran who has visited is Ted Micci. Ted was a radio operator on the first full bomber raid to Germany. In his own words, "There was so much flak, you could walk on it".

I'm not sure when *Desert Rat* is going to take to the skies. I know that it will some day. Until then I will enjoy my drives to Marengo to see and hear history first hand.



Kenneth Hoffman ↑

Ted Micci ↓



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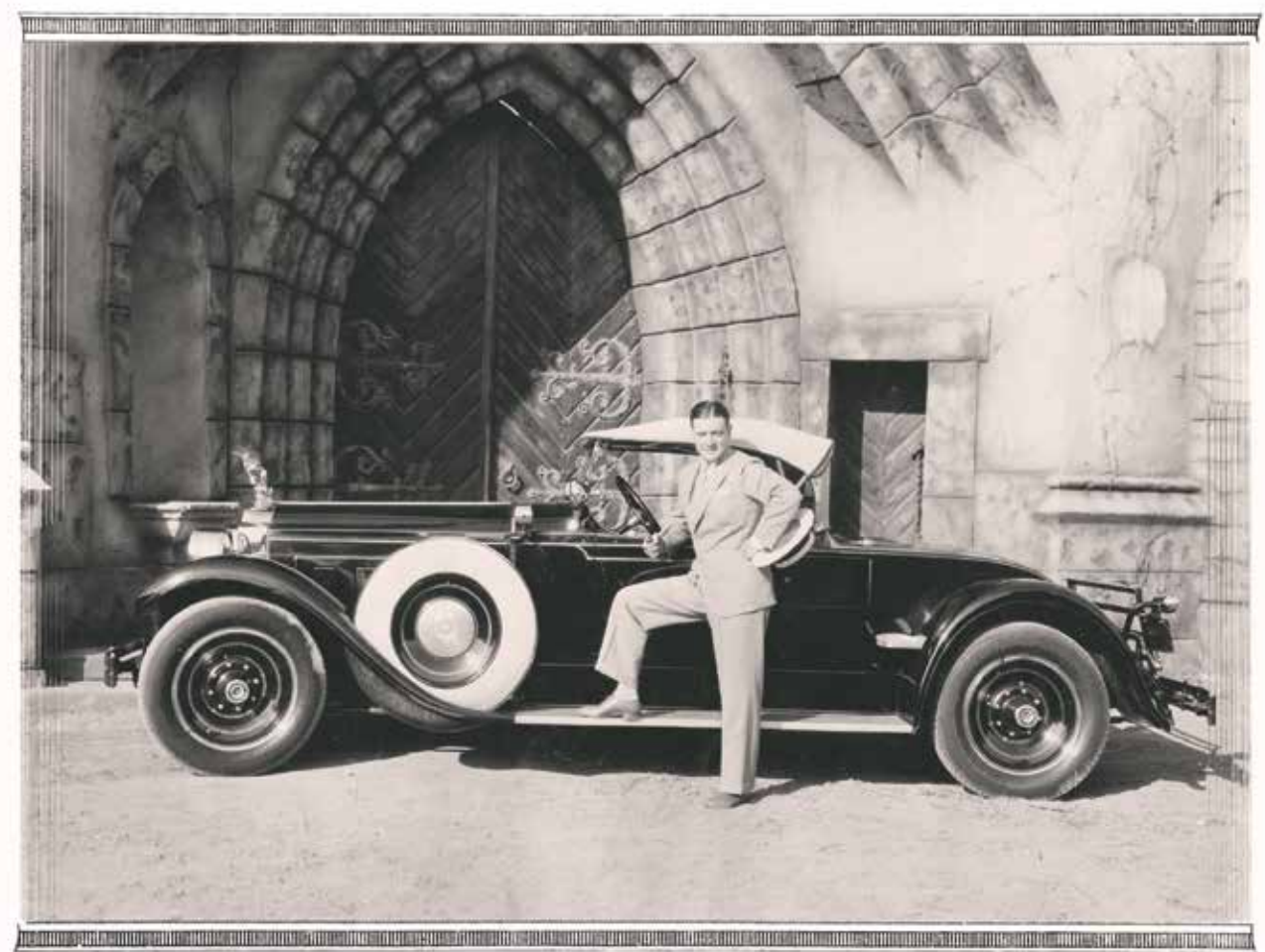
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<b>Adler</b>	<b>Delage</b>	<b>Jordan</b>	<b>Reo</b>
Alfa Romeo	<b>Delahaye</b>	Julian	Revere
<b>Alvis</b>	<b>Delaunay Belleville</b>	<b>Kissel</b>	<b>Roamer</b>
Amilcar**	Doble	<b>Kleiber</b>	<b>Rohr</b>
<b>Armstrong-Siddeley</b>	Dorris	<b>Lagonda</b>	<b>Rolls-Royce</b>
<b>Apperson</b>	<b>Duesenberg</b>	<b>Lanchester</b>	Ruxton
<b>Aston Martin</b>	du Pont	Lancia	Squire
<b>Auburn</b>	<b>Elcar</b>	<b>LaSalle</b>	<b>SS and SS Jaguar</b>
Austro-Daimler	<b>Excelsior</b>	<b>Lincoln</b>	Stearns-Knight
<b>Ballot</b>	<b>Farman</b>	Lincoln-Continental	Stevens-Duryea
<b>Bentley</b>	<b>Fiat</b>	<b>Locomobile</b>	<b>Steyr</b>
<b>Benz</b>	<b>Franklin</b>	<b>Marmon</b>	<b>Studebaker</b>
Blackhawk	<b>Gardner</b>	Maserati**	Stutz
<b>B.M.W.</b>	<b>Georges Irat</b>	Maybach	<b>Sunbeam</b>
<b>Brewster</b>	<b>Graham</b>	<b>McFarlan</b>	<b>Talbot</b>
<b>Brough Superior</b>	<b>Graham-Paige</b>	Mercedes	<b>Talbot-Lago</b>
<b>Bucciali</b>	<b>Hispano-Suiza</b>	<b>Mercedes-Benz</b>	<b>Tatra</b>
<b>Bugatti</b>	Horch	Mercer	<b>Triumph</b>
<b>Buick</b>	<b>Hotchkiss</b>	<b>M.G.</b>	<b>Vauxhall</b>
<b>Cadillac</b>	<b>Hudson</b>	<b>Miller</b>	Voisin
<b>Chrysler</b>	<b>Humber</b>	<b>Minerva</b>	<b>Wills-Sainte Clair</b>
Cord	<b>Hupmobile</b>	<b>Nash</b>	<b>Willys-Knight</b>
<b>Cunningham</b>	<b>Invicta</b>	<b>Packard</b>	
<b>Dagmar</b>	<b>Isotta-Fraschini</b>	<b>Peerless</b>	
<b>Daimler</b>	Itala	<b>Pierce-Arrow</b>	
<b>Daniels</b>	<b>Jaguar</b>	Railton**	

Have you visited the national website lately? (<http://classiccarclub.org>) It details the complete list of approved Classics, including any that may have been recently added. It also is a good source to see what CCCA events are coming up throughout the country and what the other regions are up to. Many other good resources are available there, too. One of those links will take you to the CCCA Museum website (<http://www.cccamuseum.org>) - well worth a look around.

We are pleased to announce that our 'new and improved' website is up and running! Please do check it out.  
[www.GIRCCCA.com](http://www.GIRCCCA.com)

**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.

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5100 River Road Suite 175  
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It's hard to imagine life without a lot of the things we take for granted. It's especially hard to imagine life without cars.

My article on the Salt Lake City, Utah Automobile Museum mentions my wondering if there were any such places there. I figured there would be, what with some of the beautiful old mansions that were built there. My thought was if there were mansions, there were cars. And with the Bonneville Salt Flats just the other side of the Great Salt Lake, cars have been passing through Salt Lake City for years.

But what stuck in my mind was something else.

My reason for being in Utah was to visit my oldest daughter and her husband, who had just moved to Park City. We spent a wonderful day in Salt Lake viewing the auto museum, seeing a couple of those beautiful mansions, and visiting the Mormon Tabernacle, to which we made a return visit on Sunday morning to be part of the live broadcast of the famed Mormon Tabernacle Choir. If you are ever able to witness that, do not pass it up.

The Tabernacle is part of a complex also containing the Temple, an assembly hall, and of course a museum - all worth seeing. There are also some monuments and sculptures on the grounds. One such was the monument to the Mormon handcart pioneers. Those intrepid souls that crossed an unwelcoming, harsh land to establish a new city. Here is the inscription:

*"The Handcart Pioneer Monument is a tribute to the thousands of hardy Mormon pioneers who, because they could not afford the larger ox-drawn wagons, walked across the rugged plains in the 1850s, pulling and pushing all of their possessions in handmade, all-wood handcarts. Some 250 died on the journey, but nearly 3,000, mostly British converts, completed the 1,350-mile trek from Iowa City, Iowa."*



They walked. 1,350 miles. With all of their belongings, and sometimes their children, on a tiny cart.

Life before cars. Hard to imagine.

~ 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, or a story you would like to submit, please do so! I'm sure some of you have some pretty good stories to tell. I am ever so grateful for those of you who have shared. Keep 'em coming. Not a writer? No worries. That's what editors are for.

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Classic Car Club of America