

The DASHBOARD

WINTER 2020



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



Inside This Issue

December, 2020

Letter from the Director	2
In Memoriam	4
Introducing: Chuck Derer	5
Jim DeBickero's Story	6-8
Covid Chronicles.....	9-11
Cover Car	12-13



Tech Page: Battery or Bomb from the Archives.....	14
Classics for Sale	15
If You're Near Lucerne Switzerland Swiss Transport Museum.....	16-19
List of Approved Classics	23
From the Rumble Seat Editor's Page	24



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About our cover

One of the things we missed most this past year was the annual Fathers Day Show at Oakbrook. The cover photo was taken at the 2017 show. Front and center is Jim Tharp's 1933 Packard Dual Cowl Phaeton. Directly behind it is Bob and Sheila Joynt's 1920 Locomobile Dual Cowl Phaeton.

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LETTER from the DIRECTOR

Seasons greetings and hello fellow club members.

I'd like to focus not so much on a year that wasn't, but the year that was. I'm sure it would be easy for us to lament all the events that were canceled and all the shows that weren't, and especially the friends we looked forward to spending time with and could not. For this moment I'd like to share with you some things I'm very happy about it.

For starters, I took a leap of faith and jumped on an opportunity extended by Stephan Murphy to join him and his wife along with me and my girlfriend on a trip of a lifetime. It was just a cold day in January when I received a note offering a spot at his Airbnb. He had plans to attend one of the oldest car shows in Europe; Retromobile. I did some hasty research and found what a gem of a show this was. Mary Ellen and I adjusted our plans to take a trip a few weeks away we had never considered. It turned out to be one of the highlights of my 40 year+ car hobby. Simply attending this show would not do. To be considered a success we needed to share our experience with others in the car community, with those who may not have had the opportunity to attend...yet.

Through Stephen's generosity, Driehaus played host to our car club and others. It was an afternoon of show & tell. It offered a slideshow of cars, fashion, some video, as well as our fact filled presentation on some of our favorite memories. Our dessert, or maybe appetizer, was a tour of the fantastic Driehaus collection. Little did we know that this event might very well be the highlight of the year without car events.

My next reflection I'd like to mention is how we created substitute "new events" to make up for those that we lost and were no longer safe. Almost every car club I know, including our own, participated in drive by parades/tours to the delight of many who were less capable of getting out and enjoying them. Our first such event was on Father's Day, the day that we would normally would have been displaying 100 or more cars to the delight of thousands at Oakbrook mall. This 53-year-old run had to take a pause because it just wasn't safe this year. In lieu of this, drive-by tours became the norm and our club was at the forefront of providing this opportunity, seeing our classics in motion for a few dozen people at a time. By the time the year ended we have participated in a few versions of this socially distanced activity. Once again, more and more people had the opportunity to share in our love and appreciation of these rare and beautiful cars.

Through the Hagerty Drive share experience, I was contacted to provide a car for the village of Hanover Park. They were looking for a way to give their residents a unique and special experience welcoming in the holiday season in a safe, COVID compliant way. Although they had many choices of cars to choose from, they were very adamant they wanted my 1931 Studebaker President Roadster. Why you ask? Quite simply it spoke to them. Was it the wire wheels, the two-tone green festive colors, the classy lines of a car almost 100 years old, or perhaps the rumble seat in back providing a safe place for Santa to sit and be seen? I think the answer is clear. It was all of the above. So with the help of Santa's elves in the decorating department, former club member John McNabola's willingness to play chauffeur, as I was unavailable, this event turned into a way for nearly every resident in Hanover Park to see Santa when he spread his Christmas cheer driving through their neighborhood. This was not your standard A-to-Z straight line parade route lasting 15 to 30 minutes. This was a wind through every neighborhood in town. Motoring at a parade pace of 5 miles an hour took 4 hours to complete. When imagination collides with exceptional technology and art from the past, anything is possible. This idea was too good not to share. John reached out to his hometown in Park Ridge and sold the idea for them to do the same. Isn't it great to be able to share these wonderful machines with those who otherwise may never see them? This once again reinforces the notion how extremely important it is to expose these magnificent cars to as many as we can to keep the fires of our passions for these cars lit.

And last but not least I want to recognize the extraordinary efforts behind the feature articles you've had the pleasure of reading this year in our dashboard. It's been said by many that when those who came before us leave their final footprints on this earth we will lose the treasures of their stories forever unless we take the time to document them. I know as a club we over the years have honored those forefathers of the hobby with awards recognizing their contributions. To me, the best recognition we can give someone is preserving their life story. We've taken this opportunity in a crazy year to do just that. Jim De Bickero, charter member of our club, has opened up his archives and his memory bank to provide an endless stream



of knowledge and car history which is not only about his life but many of the club members who have left us. Jim is not the last as fortunately we still have others like Chuck Kelley, Ray Levy, Lee Gurvey, Joe Bortz, George Kovanda, Fran Roxas, Bob Joynt, Al Strong, Herb Lederer, and many others with a wealth of knowledge and history to share. I hope these articles have provided a bit of insight, humor, and delight as we take a trip down Jim's memory lane.

In closing I would like to thank those who have put forth the extra effort to provide our members with something that put a smile on their face once we got over the disappointment of this year. My heartfelt thanks go out to my brother Robert for writing the articles, Kelsey Bell for keeping us entertained with the weekly videos, Dave Enger for the beautiful website, Al Strong & Joe Bortz, investing in the restoration and preservation of many of these videos you've enjoyed and my constant companion, partner and inspiration Mary Ellen, whose ideas are endless in creating new ways to support our hobby.

CORDially,

Russ

With the conclusion of 2020 we see the departures of some of our board and 2021 will usher in new faces to assume their positions.

I'd like to acknowledge the years of service Mary Ellen Thielemann, Michelle James, and Kim Roberts have provided this club. They've all done an outstanding job in fulfilling the mission of providing exceptional activities for our membership. They leave big shoes to fill. I'm certain we will soon appreciate the contributions yet to be made by our newest board members.

I'd like to welcome Gary Gerstner, a long time member and tireless volunteer at the Oak Brook Car Shows. I'd also like to thank 2 relatively new members who have answered the call and taken a leap of faith in offering to contribute something extra. John Rock comes to us with a classic car collection of his own and Katrina Hammond is a RPM member looking to make an impact in the automotive world. I'll let them tell their own stories in a future publication. Please wish them well in their new roles. And if you have the time please extend a well-deserved thank you to those who will be leaving the board. They all have offered to continue to help the club in any way they can.

**Welcome to our Newest Member
Katrina Hammond**

Board of Managers



Regional Director Russ Rodriguez
russ@girccca.com

Fundraising Claude Ohanesian
Claude@cgowealth.com

Membership chair Dan McCarthy
danieljmccarthy@gmail.com

Oakbrook Show Russ Rodriguez
russ@girccca.com

Social Media Kelsey Bell
kelsey@rallyinsurance.com

FaceBook John Brayton
johns1936chevy@aol.com

Board Members

Gary Gerstner gerstnerphoto@gmail.com

John Rock rrpacfan@gmail.com

Katrina Hammond Katrinarayanne@aol.com

Dashboard / Up To Speed Editor Maureen Blevins
maureenblevins@yahoo.com

GIRCCCA
P.O. Box 55
Itasca, IL 60143

In Memoriam

Paul TerHorst
1935 - 2020



Claiming to have been "born in a tailpipe," Paul TerHorst had a colorful phrase for nearly every situation, was rarely at a loss for words and never missed a party, especially if it involved his many friends from numerous classic car clubs. He also loved spending time with family; his wife, Jean, to

whom he was married 57 years and who preceded him in death, his three daughters and his seven grandchildren. A true character, Paul frequently said that when he was born "they broke the mold." He typically wore iconic suspenders that looked like tape measures so that when people commented on them he could ask "Do I measure up?" He was born in Buffalo, N.Y., and insisted he had to walk to school every day through five feet of snow, no matter the season. He fell in love with "olde" cars at an early age. He graduated from Buffalo State Teachers College (now State University of N Y at Buffalo), where he met Jean, received a Master's Degree from Michigan State University, and was a driver's education instructor in Boca Raton, Fla., before settling in Buffalo Grove, where he worked for Allstate, and then as a compliance officer for the Illinois Board of Education. But his true passion was classic cars. When he moved to Illinois in the 1960s, Paul started the Packards of Chicagoland car club and was a member of numerous other clubs, including the Greater Illinois Region Classic Car Club of America (GIRCCCA) and the Antique Automobile Club of America (AACA). He planned his life around car shows, caravans and swap meets. The highlight of his year was the road trip he and a group of friends took every October to the AACA meet in Hershey, PA., where he bought and sold car parts and memorabilia. Surrounded by people effused with the same passion, he was in his element. Paul and Jean enjoyed travel, and took their young daughters on long summer driving trips throughout the country. When driving west, Paul insisted his daughters get out of the car and walk into California. He and Jean traveled to Europe, Greece and Alaska in later years. In addition to his three daughters and their husbands, Paul is survived by six grandsons, and one granddaughter. His family plans a party in celebration of his life once it is safe to gather and drink beer without wearing masks, likely fall or summer of 2021. In lieu of gifts/flowers, please consider a donation to JourneyCare Hospice (journeycare.org).

Upcoming Events

NOTE: This calendar is being printed with high hopes and lots of prayers. Dates listed are as of publication date but due to the current situation, these dates may be subject to change. Please check with each event committee prior to making any plans to attend any events.

March 20 - 27 - Annual Scottsdale Auctions.

Barrett-Jackson has rescheduled its annual January event to March because of the pandemic. Online auctions with limited live attendance. No doubt others will follow suit.

Saturday, June 5, 2021 - 7th Annual Glen Ellyn Vintage Auto Fest. 10 a.m. - 3 p.m.

Jim Manak, help@xnet.com or 630-858-6092.

June 20 - Oak Brook Fathers Day Car Show -

Information will be forthcoming if we can proceed with the show

July 10 - Concours d'Elegance at Copshaholm -

concours@studebakermuseum.org or 574-235-9714

July 17 - Keeneland Concours d'Elegance

- carnomination@keenelandconcours.com or shelbykmuhlolland@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: Annual Picnic - Details TBA

August 15 - Pebble Beach Concours d'Elegance

August 22 - Geneva IL Concours d'Elegance

Johnb@Genevaconcours.net or 630-584-3107

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 **Chuck Derer**.

Chuck and his wife Penny have been in the club for a number of years. A former board member and previous Editor of *UpToSpeed*, we all are familiar with his YouTube Channel *Rides With Chuck*.

A few years ago when I discovered that I was slowing down I decided to start a new hobby. In my youth I built plastic model cars. I got reasonably good at it and have a nice Revell trophy to show for it. I do like to make things and models are fun. I don't like going backwards though. What to do? In the last ten years I have ridden on a few World War II bombers. When I was only a few years old my Dad built a couple balsa WWII fighter planes for me which I kept for many years. I have seen balsa model kits for years. I thought it was time to buy one. OMG, I was following in my Dad's footsteps. There's a company called Guillows that makes the cheap balsa gliders that you used to find in the hobby shops but now find in Hobby Lobby. Guillows also makes balsa bomber kits. The wing spans reach up to four feet. I jumped in and bought a B 17 kit. It took me almost a year to finish in my spare time. The kit wasn't cheap....so I had to finish it. I followed the instructions and my bomber came out like the picture on the box that it came in. I sat back and thought about this. I have been on a few B 17's. Why didn't I make a model of a B 17 that I have flown in? At this point I was a little tired of the balsa B 17 but I have also flown in a B 24. I once had a ride in a Witchcraft, the Collings Foundation B 24 bomber. Again, it wasn't cheap so I had to finish it.

This model-making business was in my blood now. My next balsa bomber was Barbie III, a B 25 H that I had ridden in when it was based at the Aurora Airport. I had to modify the kit to match the real airplane. This was becoming interesting fun

I've had rides in more B 17's and one more B 25, Those models will have to wait. A few years ago I got a ride in John Barrett's Cessna 170 B. It was time to try something new. Guillows makes a Cessna kit of the 170. John's Cessna is a little bit different than the kit. For one, his is a newer aircraft and there have been a couple modification made.

The balsa in the Cessna kit is cut better than in the bomber kits. I think it is laser cut. The pieces fit together much easier. When all of the frame work is completed, it almost seems a shame to cover it with tissue.

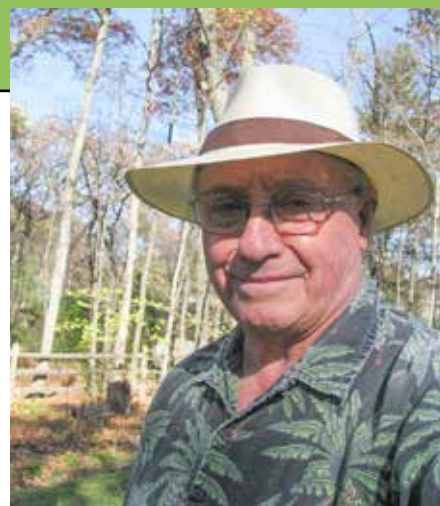
The tissue part of the project is finished. One can still see the wood frame. It will be a shame to paint it....but it must be done

I started masking my model. I had to think about this hard and long. The tissue doesn't like to be messed with.

Will my model die in my hands?

Props should look like they are spinning so I cut plastic disks and add a bit of paint. When a model is hanging from the ceiling it must look like it is flying. If it's props don't appear to be spinning....that airplane is in big trouble.

If anyone feels like getting into the balsa model building hobby feel free to reach me through the GIRCCCA.





Where we last left off, Jim and Betty had tied the knot in August of 1960 in Chicago. In a sign of how tightly connected his love of his bride, as well as the pursuit of BOUCs (“big old used cars”) was, the happy couple was photographed on that day with the two cars purchased from Father Lambert: the 1935 Horch

4-door convertible sedan and the 1939 Mercedes-Benz 540K sport roadster. The latter car figures in a story Jim will relate; one tied to the future of his life with Betty in a newly-purchased house, but we’ll get to that down the road (ahem)....

In the meanwhile, we focus on the wheeling-and-dealing that happened on their European honeymoon: not between the groom and bride, but between Jim and some of the contacts he’d made in advance. Their sojourn encompassed Ireland, England, West Germany (where they picked up an Opel to tool around Europe in), Italy, France, The Netherlands and Belgium. For all of the time spent on the trip, Italy and West Germany came up dry, BOUC-wise, but Amsterdam paid huge dividends with Jim’s connection to the legendary collector car broker, Bart Loyens. Their friendship and business relationship would extend into the next several decades. Among Bart’s clients were the Schlumpf brothers from Switzerland. (Their story would someday make a terrific movie: sons of textile manufacturers, they took the successful company and ran it into the ground while funding

their habit: a massive secret collection of classic cars, most of them Bugattis. One that got away was a maroon 1938 T57 sport sedan that followed Jim home, body by French coach builder Gangloff.

Jim had been introduced to Bart by a mutual friend in Chicago. The two hit it off, with Jim and his bride spending a week with Bart in Amsterdam, sailing on the canal while discussing business. Among the first cars to be shipped to the states as a result of their connection was a 1939 Bugatti T37 4-door sports sedan (a straight-8 with a custom body by Graber, painted maroon); another 1939 was a spectacular Talbot-Lago T150SS 2-door coupe, with a silver body by Figoni Falaschi; still another was a 1938 Bentley 6-cylinder 4.25 litre coupe de ville, with a James Young body (black and cream). “One of a kind,” Jim noted. Lest a reader be wondering what these cars cost Jim back in the early 1960s, he offered up a simple answer: “\$5000 was my budget. I never paid more than that, unless....”



That fabulous 1939 Talbot-Lago T150SS, something you don't see on a Chicago neighborhood street everyday.



Jim with the maroon 1938 Bugatti T57 that the Schlumpf Brothers somehow missed.

Bart remained a reliable conduit for spectacular cars through the years to come, giving Jim the heads up whenever something special came his way; classic vintage Jaguars and Hispano-Suizas among them. “It was like Christmas every week with Bart Loyens,” Jim marveled at the memory. But Loyens wasn’t the only contact Jim made on the trip who supplied him with some amazing vehicles: in England, Jim connected with Desmond Fitzgerald, a colorful character who owned a castle in Ireland. One of the immediate results of their association was a 1935 Mercedes-Benz 500K special sport roadster (straight-8 engine, supercharged). Needless to say, this beauty was scarce and unique: of the 20 believed to have been built, only 5 were known to exist.

Once it was in Jim’s hands, the word soon got around. Jim was quick to point out “I wasn’t known - the car was known! Big difference...” A buyer was found in California

but Jim deliberated: should he agree to the offer or hold out a little longer, as the value was only moving in one direction? Everyone wanted it! Ultimately, he decided to sell right away, but no sooner had the agreement been made and Jim was in the process of arranging for the shipping west when he got another call: this one from Jo-Han - the scale model company. They too had heard about the 500K and requested the use of it, in order to produce an exact 1/25 polystyrene model for their classic car series, aimed at the mass market. For the privilege of crafting a precise replica, down to the last detail, Jo-Han paid a fee: \$50 per day, for as long as it took.

Normally this would have been terrific news - exactly the kind of good fortune that seemed to follow Jim around since getting into BOUCs. But there were two problems. First, he'd just sold the car and the buyer was expecting it. Second and more critically: while driving the car on the main drag in his neighborhood, near Chicago's eastern border, another driver cut him off and caused a collision, severely damaging the right front fender. "Oh, I was sick..." In rapid succession, Jim had to make two of the most dreaded phone calls ever. But....and this was how things tended to go: the buyer told him, no problem - you take care of it and send it when it's ready. The call to Jo-Han went even better: "We'll take care of it, and you'll still get the \$50 a day."

They arranged a tow to a Cadillac dealer Jo-Han had an association with. (Their business began as a company that made replicas of new cars as quickly as they hit the market. These proved to be effective promotional tools as dealers soon discovered - "the little ones sell the big ones.") The notorious Ray Jones oversaw the repairs: "The guy was a genius!" Jim recalled. Jones had a reputation in the business for the miracles he'd worked in restoring cars, but

ultimately, he took it too far. He was convicted of fraud for forging parts and sent to prison. In the case of Jim and the 500K he restored, everyone ended up happy: the buyer - Jo-Han - and Jim, who found himself the recipient of countless Jo-Han models sent to him gratis for years afterward, in addition to the fee they paid him while the Mercedes was in their care.

This story illustrates the sheer luck that tended to fall into Jim's lap in those days. But sometimes, while luck still played a part, making the magic happen took a little effort. As alluded to earlier, the 1939 Father Lambert 540K Mercedes figured in this story. It happened at the Saddle and Cycle Club, near Chicago's Lakefront. On this particular occasion, an antique car show was taking place, and Jim - Betty at his side - arrived in the Mercedes, impressing onlookers as much as they were impressed by the array of breathtaking sights. Among them was the 1936 Duesenberg Model J speedster (straight-8), tapertail body. Its owner was a guy known to many collectors, Cliff Beauchamp. Though not so much of a big collector himself (but if the one car you own is the Model J, who needs anything else?), He and his brother owned a radiator shop up in Waukegan, where they were known for giving good deals to collector car owners.

While everyone - no matter what they already owned - drooled over Cliff's Model J, it was well known that he was not selling: you could look but don't touch! Nonetheless, it was Betty who wanted to check the car out up close, and as the vehicles were proceeding in an orderly fashion at the event, she goaded Jim to make this happen: he got out of line (in his 540K), completely disrupting protocol, rushed up alongside the Duesey, honking his horn and attempting to make his intentions known. "All the Packards and Caddies were half

a mile behind us," he laughed. Cliff glanced over and assumed that the Mercedes that had rushed up to him wanted to race! Suffice to say, however tempting (and epic) this would've been, it didn't happen. But in that moment, the seed was planted...

Within a few years Cliff passed away. A number of potential buyers had already let the Beauchamp family know that they were very interested in the Model J, should it ever come to market. But through a combination of timing, luck and, let's say charm, Jim had the inside track for a car that he knew to be well beyond his self-limit of \$5000. Cliff had a son and daughter and they were eager to buy out their late father's interest in the radiator shop. To do this, they needed cash and lots of it. On paper, there were plenty of offers for the car



Betty in the 1935 Mercedes-Benz 500K

Jim's Story *continued*

that would sufficiently cover whatever they needed, but Jim had something no one else had: a buddy named Jack Dietz, who was a mechanic. As it happened, Cliff's daughter "... was sweet on Jack. The women always had the ultimate power - guys don't realize..."

Whatever happened between Jack and Cliff's daughter, Jim doesn't know the details of, but there was a certain amount of flexibility and advantage built into the dealings between Jim and Jack and the Beauchamp heirs: for the amount they could scrape together (\$4000 between them), they were allowed to take the car and pay off the remainder of the \$20K asking price in installments while the Beauchamps retained the title. (By way of comparative value, Jim and Betty had just bought their first house for \$18K.)

They had the car for about a month when a broker arrived from out east. After an inspection, the broker - who represented a mysterious buyer who reportedly owned an island - money was no object - made an offer: he'd pay off the Beauchamps the owed \$16K, and write a check to Jim and Jack that gave them a profit to split - another \$50K. "Everyone knew the car - everyone knew Beauchamp and everyone knew Beauchamp died." Bigger offers than the one that came to Jim were more than possible - "triple!" - but all because of human nature and the attraction felt by Cliff's daughter toward Jack the mechanic, theirs won out. And with that, Jim paid off his first house.



The 1936 Duesenberg Model J, formally owned by Cliff Beauchamp and snapped up by Jim and Jack Dietz.

Going back to the honeymoon in the summer of 1960 and the theme of waiting out a prize auto for later purchase when the seller was good and ready, Jim points to a photo of an early 1930s racing Bugatti Type 37A, taken at a Bugatti rally in Holland. The supercharged Grand Prix racer's owner was not yet ready to sell it: it took another two years for this, and even after it arrived at Jim's home, restoration (replacing



At the Bugatti Rally in Holland, 1960. The Grand Prix racer in the foreground eventually came to the states and took years to bring up to speed.

the body) took even more time. All told, what he'd paid \$2000 for was, in the end, flipped for \$15K. So though there were cars that passed through his hands "...I couldn't get rid of fast enough," there were others that needed to wait until their time had come - the honeymoon Bugatti was one of them.

It's possible that Jim realized at the time what a golden age he was living in during the 1960s, but it all becomes so much clearer with the benefit of hindsight. As we shuffled through piles of photographs, the magnitude of an endless stream of magnificent automobiles, most of them of foreign origin, that came and went through his life became crystal clear. The stories shared here so far represent some of the most indelibly-etched memories of positive outcomes - and there are more to come. But the series would not present the full scope of Jim's career without discussing the increasingly competitive side of the business - and some stories that inevitably draw in some characters that seemingly sprung from the creative mind of TV crime show producers like Jack Webb. But that will be another chapter we'll save for next time.

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



Covid Chronicles summer

2020 has not been kind. With nearly every social activity canceled, we were all hard pressed to find any social activities at all. Towards the end of summer, things lightened up a bit and there were a few car shows, albeit few and far between. Most of us had to find other ways to fill our time and pursue our hobbies.

Car Parades became common - get well parades, birthday parades, school graduation parades, and any other occasion that required a socially distanced celebration.

Here are just a few of the ways some of our members spent their time this year.

Jim Kleinschmidt had a triple bypass this past July. He was surprised with a GET WELL CAR PARADE that drove past his home, with members of his family, his friends, and members of several clubs that Jim belongs to joining in.

We are all very happy to hear that Jim is up and doing great! Best wishes from us all Jim!



There were some great old cars in Jim's Get Well Parade. Brother Tom is getting ready to drive past his house, after getting his mom, Marge, and his wife Anne, settled in.



Once he recovered from his surgery, Jim got to work getting his dad's car out on the road. It was in the shop for a bit, getting some work done on the windows. No matter how hard he tried, Jim needed just a little help with the weather stripping and the window channels. A small oil leak and a blown gasket were a couple of other things that needed attention, but all in all, Jim said the car has been driven more this summer than ever. A couple of birthday parades, a



run to Toys for Tots, running errands, taking his wife Linda out to dinner for her birthday, and visiting friends were just a few of the reasons he had for getting the Cadillac out of the garage.

He also surprised his mom by picking her up in this car to take a drive down to the Abraham Lincoln Veterans Cemetery, where his dad Stewart is interred. My guess is, Stewart would have loved that.

It's finally been put away for the winter, he said, after which it will be getting some new tires and possibly a new exhaust system.



Kleinschmidt's 1938 Cadillac Fleetwood Coupe on display at the Geneva Concours in August of 2019.



An exact model replica of the '38 Cadillac at the gas station



If this photo of the completed interior is any indication, it looks like the Styers' car is going to be pretty luxurious.

Someone came up with the idea for a "Car Party". Several members from GIRCCCA attended in their Classics, some even calling it the "best event of the year". Among the attendees who drove their Classics were Bill and Wilma Morris in their 1932 Pierce Arrow Club Brougham, Tom and Jean Roche, driving their 1940 4-door LaSalle Sedan, and Sally and Stephen Styers, in their 1936 Bentley Saloon.

Car Party photos by Gary Gerstner



Steve Styers not only had a chance to show off his beautiful Bentley at the car party, but he has been working on getting another car of his up and running.

"There has been progress on our 1930 Studebaker President Opera Coupe. Studebaker called them Victorias but that was not correct. An Opera coupe is distinguished by the absence of a traditional passenger seat in the front. Packard, Pierce Arrow and others properly identified this design as an Opera Coupe. Although I paint my cars and do all the mechanical work the interior shown in the photo I had done at Ogden Top and Trim.

Lets hope for a more joyous 2021."

Steve Styers





Santa's got Class!

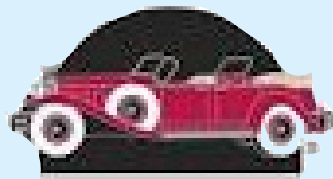
Santa rides in style in a 1931 Studebaker President convertible coupe driven by John McNabola of Park Ridge during the Santa procession in Hanover Park. The jolly man was also spotted riding in the car at the Santa Parade in Park Ridge.

The 1931 Studebaker President convertible is owned by Russ Rodriguez.

*Photos Courtesy
Mark Welsh/Daily Herald*



NOTICE OF 2021 CCCA ANNUAL MEETING SATURDAY JANUARY 16, 2021 (8 AM PST / 11 AM EST)



We hope you will plan to join us.

.Join the Classic Car Club of America for a virtual Annual meeting through Zoom on your laptop, desktop or phone.

Saturday, January 16, 2021, 8:00 AM Pacific time

(set your local time to 8:00 AM Pacific on the day of the virtual meeting.)

Headquarters will send you an email with the Meeting Identification number and Password for the virtual meeting when you RSVP. The link to register is <https://sam.classiccarclub.org/rsvp-annual-meeting-2021/>

The meeting is being recorded so you may watch later on our web site

We look forward to reconnecting with you at our virtual meeting where we will share great pictures and videos of members and their treasured Classics, plus share updates on the latest CCCA news.



1933 Packard 1005 Dual Cowl Phaeton

owner: Jim Tharp



This automobile was originally restored in the 1970's, and won first place in 1983 at the Antique Automobile Club, and a first at the Antique Automobile Club Grand National in 1986. The car then went to Zurich, Switzerland until it returned to the states in 1998. It had two previous owners prior to Jim, who, he said "Put on lots of miles through the years".

"I purchased it in 2013. At the time it was looking tired, and the engine was knocking badly so I had the car mechanically rebuilt and then repainted."

Although it is a factory body style, it ranks right up there with the rare custom bodied 1932 - 1934 Packards in both beauty and elegance.



About our cover

One of the things we missed most this past year was the annual Fathers Day Show at Oakbrook. The cover photo was taken at the 2017 show, as was the bottom photo, preceding page..

Photos by M. Blevins

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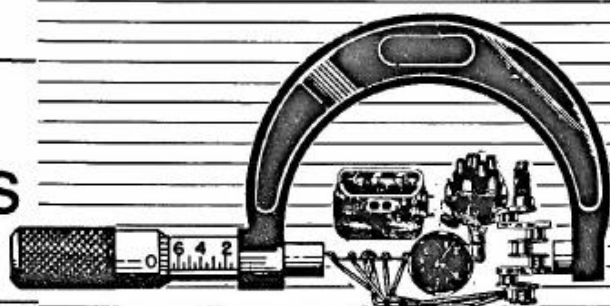
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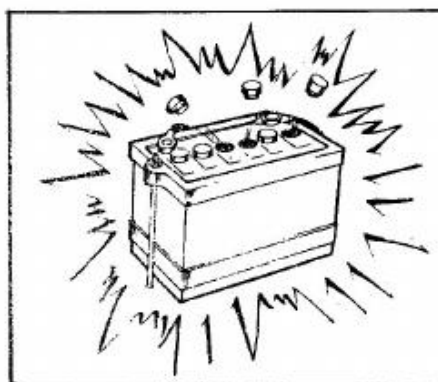
Classic techniques



BATTERY . . or BOMB ?

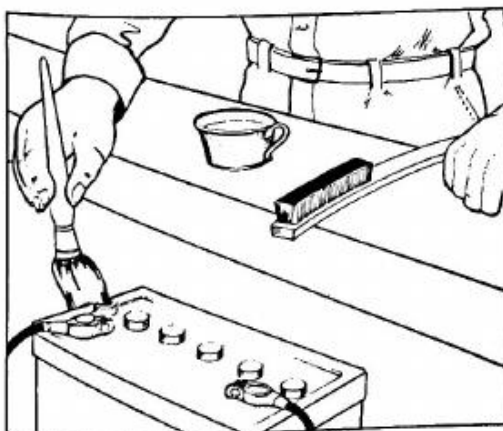
Don't look now, but there's a BOMB under the hood of your Classic!

Yet, many drivers may be unaware of the explosive potential of the "bomb" - the innocent-looking lead storage battery. A fully charged battery - or one being charged - generates hydrogen gas, and as little as 4% of hydrogen gas in a mixture of air can be explosive. In addition to the explosion itself, erupting battery acid can cause damage and painful injuries, especially to the eyes and face. Eye protection, preferably chemical-type cover goggles, should be worn when working with batteries.



Studies of actual cases indicate that the most frequent causes of battery explosion are:

- (1) Installing a fully-charged battery in a car with some of the switches ON; or by crossing cables.
- (2) Filling a warm battery with distilled water if a spark is present.
- (3) Checking the water-level with a match.
- (4) Connecting a battery to a charger that is turned ON; or removing the battery connections before the charger is turned OFF.



Treat a battery with respect! If you are sprayed with battery acid, flush the eyes and face with water; then get medical treatment immediately. Your eyesight may be endangered.

BATTERY CARE: Always make sure that the battery is clean - a 'dirty top' can be a real troublemaker. Wipe away any surface corrosion or moisture. With the vent caps in place, wash with a soda and water solution to neutralize any electrolyte on the top. Flush with clean water. (Mix a full tablespoon of baking soda in a cup of warm water. Flush with clear water).

Classic Cars For Sale



1937 Packard Super 8 Coupe Roadster, Model 1501
Convertible with rumble seat
Body #1019 - 134" wheelbase
Motor 398-353 (serial #)
Color: Regal Blue (a Lincoln color)
Car is currently in pieces and mostly unpainted (primed only)
Ident # 1019-251
Extensive car history file
Asking Price: \$ 70,000

I have attached some updated information on Paul TerHorst's partially disassembled 1937 Packard Super Eight Convertible Coupe. I am recalling that the rebuilt engine runs and the chassis is drivable. But as you can see from the photo, body parts need to be finished and reassembled and a new interior needs to be installed. The asking price is \$70,000, which an appraiser has advised the family is \$50,000 - \$60,000 less than the value of the assembled car. terhorst.storage@gmail.com

John Maxson,
Activities Director
Packards of Chicagoland



I would like to see the cars go to good Packard people.
1927 Packard 443 Phaeton - Wonderful car. 3 Speed w/overdrive. Older restoration. Nickel plating. Long-time ownership by Emile "Dutch" Pettijean. Also owned by Bill Ruger.
timothy.j.english@gmail.com

Mileage: 34,250
Transmission: Manual
Condition: Excellent
Exterior: Black Interior: Tan
Gettysburg, PA.
\$105K



1934 Packard 1100 Sedan - Documented ownership from 1934. Original paint. Original interior. Must see to believe. An amazing car and easy to drive for this vintage. I emphasize that this is an entirely original car. Seeking the right home.
timothy.j.english@gmail.com

Mileage: 84,000
Transmission: Manual
Condition: Excellent
Exterior: Black Interior: tan
Gettysburg PA.
\$44K

If You're NEAR...

by Charles Falk



...**Lucerne, Switzerland**, I recommend that you find your way to Luzern's Verkehrshaus der Schweiz (The Swiss Museum of Transport), located on the shore of Lake Lucerne in that city. With roots dating back to 1942, and owned by the Swiss Museum of Transport Association, the museum moved from a "dream" to a "reality" when it opened the doors of its present facility in 1959. It has expanded since then. Presently, 36,000 members and sponsors fund the museum's efforts. It is the most popular of all Swiss museums.

Within its exceptionally large footprint, the exhibits and presentations aim to "honor the feats of Swiss engineering and celebrate and illustrate the evolution and contributions of varied means of transport: trains, planes, ships, cars, trucks, mobile construction equipment and material handling devices over time."

The museum sees itself as a "top choice attraction for mechanics-mad adults and truck-loving toddlers." For the automobile enthusiast, the museum's most enjoyments will likely be found in its Hall of Road Transport, where its car collection is on display.



The History of Mobility

My wife, Joan, and I happened upon this museum as a by-product of vacation travel that began with a few days spent visiting and touring with friends then living in Zurich. Afterward, we joined a commercial tour group that took us to see "the Best of Switzerland" in places like the Principality of Liechtenstein, St. Moritz, Lugano, Zermatt, Gstaad, Geneva (and the original Lake Geneva), Berne, and Interlaken. Lucerne was our last stop before returning to Zurich to catch a flight home.

While in the process of seeing the sites in Lucerne, we learned about the Museum of Transport and decided this was a "must see." Our means for getting to the museum added to our enthusiasm for the adventure. We discovered

that we could take a ferry boat that ran from the vicinity of our hotel, sail across Lake Lucerne, and be deposited extremely near the museum's entrance.

"The Big Picture"

Rail Transport Hall: This building includes displays of railroad engines, and commercial and passenger rail cars sitting on about six-tenths of a mile of trackage. Early examples of cog and cable rail systems are presented. An emphasis is placed upon tunneling technologies, which paved the way for a nationwide rail system in a very mountainous country. Model trains and other artifacts are also on display.

Aviation Hall: This building has an amazing display of notable vintage aircraft—including its oldest flying machine, a 1910 De Faux bi-plane. Also on display are an early DC 3 commercial passenger plane and a Swissair Convair 990 jet, through which visitors may walk, and a helicopter or two. Also present is a military fighter jet. The onset of the Space Age is celebrated with multiple exhibits, including capsules from the Mercury and Gemini space flights.

The Navigation Hall exhibits a variety of watercraft including military, commercial and personal vessels from several decades, including vintage and newer submarines and restored lake steamers dating back as far as 1813.

I-Factory: This area is devoted to developments within the information technology disciplines and illustrates how they have been applied to manufacturing and physical distribution systems.

On-site Planetariums and a Cinema offer spectacular presentations relevant to the museum's transport theme - including what are called "dazzling astronomical shows."

The Hall of Road Transport - Automobile Collection: The Hall of Transport, easily identified because its façade is clad with vintage directional road signs, aims to illustrate about 150 years of mobility history. In doing this, a varying number of cars in both permanent and special exhibits are shown. There is something in this exhibit for almost every kind of car enthusiast: vintage, classics, sports/exotics, and muscle cars.

One of the Hall's permanent presentations is an attention-getting feature which contains what the museum staff consider "the world's most iconic cars." As I interpret the curator's notions of "iconic," I believe it is that they are interested in displaying cars and other road transport vehicles that were, what I would call, "game changers in the industry." This might be because a vehicle was the first of its kind, in concept; or because of some technical innovations that appeared for the first time in a certain vehicle; or

because its “drop-dead gorgeous” styling broke through some design frontier.

The vehicles chosen for exhibition are shown in an eye-catching, tall, multi-level, storage and display apparatus--with which visitors can interact (see photo this page). A visitor's press of a button can bring a car which may interest them down from its storage bay to be placed on a floor-level turntable. Then, a narrator describes the provenance and details about the car as it turns, before returning it to its bay.

At the time Joan and I saw this exhibit, many of the following marques were represented: MG, Ferrari, Mercedes, Citroen, Corvette, Jeep, and a classic Bentley Shooting Brake were among them. I was somewhat surprised to see the American cars in the display. I never thought much about non-Americans being interested in “foreign” (as American cars are to them) cars. But, after several trips to Europe, I came to know that American-built cars are of enormous interest there; and that interest is reflected by American marque car clubs and by car magazines chatting up American cars in German, French, Norwegian, or whatever languages.

As an example, while riding on our tour bus heading out from Zurich, we had to cross a mountain range to get to our next stop. This involved negotiating a series of “S”, or switch-back turns that took us, with each turn, a little higher up the mountain. The bus moved slowly and a line of traffic built up behind its rear. One could look down from the bus and below us see the cars following us. I was quite surprised to see a line of fifteen colorful Corvettes lined up behind us. It seems that the Zurich Corvette Club decided to take a short driving tour up to Davos for a day.

The Hall of Road Transport - Other Facets: In addition to the automobiles, museum visitors will see bicycles, motorcycles, trucks, buses, trams, and horse-drawn vehicles. A tribute to the national postal service features a vintage



Looking like a collection of die cast models, these full size vehicles can be brought down to a "turntable" for up close viewing.

postal carrier's delivery coach, mail-sorting equipment, and a stamp collection.

Like most museums, this one mounts special exhibits that are available for fixed periods of time. As this is written, “Switzerland's Last Car Marque” exhibit is in place. It never dawned on me that Switzerland ever manufactured cars. There are some obscure old-time, low-volume, Swiss-made marques that I never heard of, and from 1935-1972, America's General Motors assembled vehicles in Switzerland.

Another current special exhibit focuses upon the more recent auto adventures of Peter Monteverdi, who founded the Automobile Monteverdi Company in 1967. His namesake automobiles were exclusive, high-end, high quality, high performance, luxury sports and touring cars made in factories near Basel, Switzerland. At least one model was powered by high-performance American Chrysler engines. Upon closing operations in 1982, this became the last of Switzerland's automakers--but curators assert that automaking remains alive as “an integral part of the country's industrial heritage.”

Another current feature in this hall is the commercially-sponsored “Red Bull of Racing” which “...explores the whole world of racing in an interactive exhibit. It looks at Formula I, NASCAR, The Dakar Rally, and the World Rally Championships as examples. Racers are included in the exhibit and visitors can interactively race many of the more famous of them while sitting in their cockpits.”

Red Bull Media World offers a variety of ways of experimenting with a range of media. Highlights include virtual reality goggles where one can fly over the Alps, ascend Mt. Everest, experience a TV studio, a green screen



If You're NEAR...

continued

facility and more.



Virtually flying over the Alps

The Swiss Chocolate Adventure offers, at an extra-cost, “multi-media and sensory experience to learn all about this sugary treat.” The experience is a tour through the candy-making process, focusing on the Lindt brand. Clearly, this has an obscure connection to the museum’s transport theme but touches upon a product important to Lucerne’s economic development.

Hans Erni Museum: In a detached hexagonal building the museum presents a large collection of the work of noted graphic designer, Hans Erni. Born in Lucerne in 1909, he is admired as a painter, illustrator, engraver, and sculptor. City leaders wanted the exhibit in the museum despite lack of a connection to transportation. There is also a sculpture garden with his works.

Playgrounds and Play Spaces: The museum is very kid

and family friendly. It has multiple areas where the younger set can take a break from touring and run around a bit.

The Bottom Line: I doubt many people go to Lucerne just to see the Museum of Transport, but if you are there, and have the time, I suggest you visit. Many visitors suggest from three-fourths to a whole day to see the entire museum. We had a half-day to devote to seeing it; and we saw most of what interested us.

The impact of the museum, in total, is much greater than the impact of the automobile collection itself. However, while the automobile collection is modest in size, it is larger and better presented than the automobile exhibit in America’s Smithsonian Institution in Washington, D.C. and you will see vehicles in Lucerne which you may not see elsewhere.

The stop in Lucerne marked the conclusion of our Swiss Adventure. It is a beautiful city with a magnificent location on water with many historic and otherwise significant structures. Upon arrival home, we concluded that this was the 2nd Best of our European Adventures. That statement will logically prompt the question: “Well, what was number one?” The answer to that is an earlier excursion through Denmark, Norway, and Sweden, where multiple unplanned exposures to “things automotive” contributed to that wonderful experience.

Location: Verkehrshaus der Schweiz
(Swiss Museum of Transport)
Lidostrasse 5
Lucerne 6006
Switzerland

Phone +41 41 370 44 44 **e-mail:** verkehrshaus.ch

Hours: 10:00 a.m. – 5:00 p.m. – Open daily all year

Cost: General admission to the museum campus is about \$36. Other, special aspects of the museum require added fees.

Parking: Available at a reasonable price.

Food Service: There are multiple options for obtaining food and beverage on the premises

Note: Thanks to Mr. Olivier Burger, the Media Contact officer of the museum for his help with fact-checking, for providing information about the current status of the museum’s collections and activities. Photos are from the museum website.

<https://www.verkehrshaus.ch/startseite.html>

The museum is closed until January 22, 2021. Please check with the museum if planning on visiting, as dates and hours change occasionally, due to current local restrictions.



The AACA Museum has announced dates for its 2021 Model T Driving Experience program. Each day gives you four hours with an experienced instructor behind the wheel, learning the ins and outs of driving a Model T. Each program starts with classroom instruction, followed by hands-on learning behind the wheel of one of the museum's Model T Fords. Classes have been filling up fast, so be sure to reserve your spot as early as possible. The 2021 dates are June 23; July 10, 14 and 24; August 7 and 21; September 11 and 19; and October 16. For more information or a reservation: aacamuseum.org/exhibit/model-t-driving-experience/.



The Petersen Automotive Museum will offer a new program of customized virtual school tours for students and teachers who are practicing remote learning. Each tour is built to educate and inspire future generations of car enthusiasts. The experience walks students and teachers through the Los Angeles Museum's exhibits and is followed by a live lesson with a museum educator. Classes are structured by grade level and touch on various subjects such as science, history, performing arts, English language arts, visual arts, and digital literacy. This will be a great chance to participate in collaborative discussions, problem-solving exercises, and other techniques related to the automobile. The topics include "Kids on the Move" (Grades K-2); "Made in L.A." (Grades 3-5); "Manufacturing Mobility" (Grades 6-8); and "Driven by Design" (Grades 9-12). "We are thrilled to be able to offer students and teachers the ability to learn about automotive history in an enjoyable and safe environment," said Petersen Automotive Museum Executive Director Terry L. Karges. "The museum believes that the automobile can be an essential learning tool for students, and part of the museum's education initiative is to deepen their knowledge and connection to topics that support California's curriculum standards."

To learn more about the tours and how to sign up: <https://www.petersen.org/distance-learning>

Historic Vehicle Association 2019 Inductees

The mission of the Historic Vehicle Association (HVA) is to promote the cultural and historical significance of the automobile and protect the future of our automotive past.

The 1921 Duesenberg Straight Eight and the 1970 Dodge Challenger R/T SE have officially been inducted into the National Historic Vehicle Register, joining the ranks of 26 other automobiles currently on the register.

This 1921 Duesenberg Straight Eight, later known as the Model A, was the first passenger car Duesenberg, ordered new by the Castle Family. It was designed to "outclass, outrun, and outlast any car on the road" by setting a new standard for luxury and performance in a road-going automobile at the time. Featuring the first straight-eight engine in a passenger car, innovative hydraulic brakes, and an aluminum body by Bender, the Straight Eight laid the foundation for one of the most prolific and recognized automobile brands in American history. The "Castle Duesenberg", as it is often called, stayed with the Castle family for nearly 100 years until it was donated to the Auburn Cord Duesenberg Automobile Museum in late 2019.



*1921 DUESENBERG STRAIGHT EIGHT
(CASTLE DUESENBERG)*



*1970 DODGE CHALLENGER R/T SE
(QUALLS CHALLENGER)*

The 1970 Dodge Challenger R/T SE is the quintessential example of a muscle car. Ordered new with loads of options by Godfrey Qualls, this unrestored Hemi Challenger was secretly street raced on the roads of Detroit and eventually passed down from father to son. It features a gator-grain top, a 4-speed transmission, Hurst shifter, an all-black color scheme, and a 425 hp Hemi V8 (among other styling and performance options), making it one of the most unique Dodge Challengers ever built.

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

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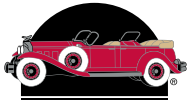
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The Classic Car Club of America defines a Classic as a "Fine" or "Distinctive" automobile, American or foreign, built between 1915 and 1948. Generally, a Classic was high-priced when new and built in limited quantities. Other factors, including engine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

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

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

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

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



2020 is history! Good Riddance, I say. I don't know of anyone who is sorry to see it go. I hope none of you were sick with the virus, or that you lost anyone close to you. Personally, I know several people that had it - two of them with severe cases. Thankfully, all have pulled through. I hope with all my heart that we can get back to 'gathering' at some point and in some fashion this coming year. Family gatherings have been few and far between for most of us, and - odd.

Outdoors we can keep our distance; indoors, well, I think we each have dealt with that a bit differently.

We have a calendar of events at the front of this issue that I am printing with my fingers crossed. It was exciting to put this event calendar together. I honestly don't have too much hope for the next couple of months, but I am keeping a positive outlook on spring, summer, and fall. It felt so good to list all the events I hope to see, and places I want to go, and think about all the people I will see. I can't wait to say hello - and maybe even hug, if we're allowed. It will be good to feel social again.

Although March was originally the first month in the old Roman calendar, January became the first month of the

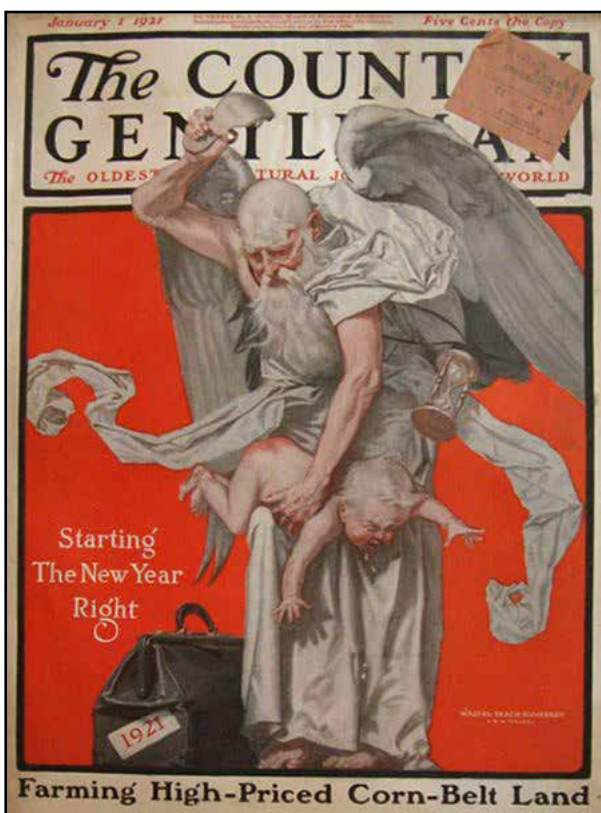
calendar year around 450 BC. The month of January is named after the Roman god of doors, Janus, because this month is the door into the new year. Janus is also called the two-faced god, supposedly possessing the ability to see the into the past and into the future. Most of us typically look both ways - backwards and forwards - on New Year's Eve and New Year's Day. I think there will be a lot more of that this year. Looking back into 2020, I know I will never forget it. What a disaster!

Looking ahead into 2021 I think most of us are doing so with hope, and expectations of, if not 'normal-as-we-knew-it, a transition back to that lovely 'normal'.

May 2021 bring us all a little comfort and a lot of joy!

Maureen

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



Looking for a New Year Greeting to post, I came across this Country Gentleman cover from 1921. I thought it quite fitting for this year, 100 years later. This is what 2020 deserves, don't you think?

from the Mailbag

Jim DeBickero Story "I love it! You and Rob did a marvelous job putting my babblings into a nice, romantic article. I appreciate it. You're doing a great job. Thank you! Jim

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