

# The **DASHBOARD**

Spring 2020



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



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## LETTER from the DIRECTOR

Hello Fellow Members,

Perhaps the understatement of the year is who could've predicted this? When I penned my last director's message we were just wrapping up our first event of the year. This was a talk sharing the highlights of RetroMobile 2020 in Paris as well as a tour of Chicago Vintage Motor Carriage. I took that opportunity to share a calendar full of exciting events. Now, as we all know, things have been brought to an immediate and complete stop. I won't go into listing all the events I was looking forward to attending this year that have gone away. I'm sure you have an equally substantial list of your own.

As much as it would be expected to lament about our loss, I feel it is far more useful to celebrate all the good things that we can and will do instead. For starters is there anyone else out there who has a list of must read books as

well as a few club magazines with last year's dates on them that they just haven't gotten around to yet? If you are so lucky as to be fully caught up on your reading what better opportunity to dive deeper into some new material that you didn't think you had time for. We all know that the world we left may never come back in exactly the same way we left it, but let's take stock in knowing that the friends we have gathered over the years are now dearer to us knowing we have gone through a life-changing event together. When the world of socializing opens up to us again let's take a moment to thank all of those who have risked their health and safety to provide us an opportunity to make it through this, a debt that I for one would like to pay forward in some small manner.

Shifting gears for a second I'd like to bring to your attention to a couple of members who would welcome hearing from you as they themselves are fighting some health related setbacks; two resident deans of our club, Paul TerHorst (224) 276-1768 and Chuck Kelly (847) 867-7861. You will find additional contact information in the newly minted club directory you should have received along with this issue of the Dashboard. If not, please reach out to me so we can get one in your hands.

And finally, I'd like to call to your attention a new feature debuting in this issue of the Dashboard. This is the story of Jim De Bickero's love affair with cars. As one of our founding members of the club he has been around from almost day one in both CCC and ACD clubs. He has a lifetime of stories to share. Both my brother Robert and I have had the fortunate opportunity of sitting down with Jim and conducting hours of recordings capturing his favorite car moments. Eventually some of the video recordings will be edited down to bite size episodes that we will post on our club's YouTube channel. Until then I invite you to read and enjoy some of Jim's remarkable life, immersed in cars.

I'm sure you have a few stories too. We would love to hear about them.

CORDially,

*Russ*



### WWII Vet's Dream Fulfilled update

If you recall, in the previous issue of the Dashboard there was an article on Cass Cherner, a WWII veteran who had one of his dreams fulfilled when he got to ride in a Cord, owned by Russ Rodriguez.

This past March, Cass celebrated his 95th birthday and invited Russ Rodriguez and Mary Ellen Thielemann to the party. He brought a copy of his favorite Dashboard to share with his 30 guests.

Nice to hear he is still livin' the dream!



## Board Members

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June 6 - Annual Glen Ellyn Car Show

June 21 - Oak Brook Fathers Day Car Show

Concours d' Elegance at Copshaholm - July 11

Keeneland Concours d'Elegance - July 18

Concours d'Elegance of America, St. John's - July 26

July 18: Annual Picnic - Blackwell Forest Preserve, Winfield, IL Details TBA

Pebble Beach Concours d'Elegance - postponed to 2021

August 23 - Geneva IL Concours will feature early Autos built in the Chicago area, Ford Motor Co's first time through the alphabet (A through T), honor the 60th Birthday of Chevrolet Corvair and Austin Mini Cooper, the 100th Birthday of Duesenberg and Citroen

September 3 - 6 - ACD Festival

September 4 - 6 - Greenbrier Concours d'Elegance White Sulphur Springs, WV, Featured Class: Cadillac

September 12 - 15 - CCCA Indiana Region Grand Classic

September 13 - Cars & Cops car show, Collectors Car Garage, 2500 West Bradley Place, Chicago, IL 60618

September 20 - GIR/RR Club - East Troy, WI Railroad Museum and luncheon

October 7 - 10 AACA Fall Event at Hershey

October 15 - 18 - GIR/AACA Fall Tour

November 15: Annual Dinner - Details TBA

**NOTE:** This calendar is being printed with the dates as scheduled as of publication date. 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.

GIRCCCA  
P.O. Box 55  
Itasca, IL 60143



For those who were not able to attend the GIR Valentine's day event at the Richard H. Driehaus Collection on February 29th, and the presentation that Mary Ellen Thielemann, Russ Rodriguez, and myself made to the

members present, here is my account of a memorable week spent in historic Paris among friends, amazing cars, and great food.

This wasn't the first Parisian rodeo for my wife Liz and me. We have both studied French in the past and can hold our own in conversation. We honeymooned in the City of Lights in 2000 and knew our way around. So far, so good. The thing is, during our honeymoon in 2000, we had about a dozen relatives in tow who were in Europe for our wedding that summer, and, rather than deny them the chance to get to know the city with us, we said: "come one, come all!" and threw open the doors of our Gallic getaway. Not your traditional honeymoon, but a lot of fun nonetheless.

Fast forward to late 2018. With dual goals of having a re-do of our honeymoon and experiencing Retromobile for the first time, Liz and I decided to spend ten days there in early February 2019. We relished every bit of it, and we promised ourselves we would go back to Retromobile every year. True to our promise, we returned this past February for another ten-day stretch, with a few days on the front end spent on our own.

For the week of Retromobile, we rented a large town house with four apartments about a 15 minute walk from the expo. Because we had room available at the town house, (well, also because they are great people, but don't tell them I said that), I reached out to Russ Rodriguez and Mary Ellen Thielemann, as well as Brian Murphy and his wife Edith, a Chicago couple very involved with collectible cars. It took them all of 30 seconds to clear their schedules and book airfares. The scene was set.

## Show facts and history

The first edition of Salon Retromobile took place in 1976 with about 100 cars on display in an old train station. This year's edition, number 45, saw 122,000 visitors, 620 exhibitors, and 1,200 vehicles. The show takes place at Paris Expo, France's largest convention center, and spills out onto three buildings, a large sky bridge and a number of outdoor areas where vehicles are demonstrated. The



show opens to the public on Wednesday morning and closes late Sunday, with crowds thickening as the week wears on and the weekend approaches. Typical exhibitors include cars, car parts, tools, supplies and service vendors; OEM manufacturers displaying their legacy vehicles; dealers and brokers showing off their stock and consignment vehicles; insurance companies; car clubs; car museums; artists and modelmakers; clothing and accessories manufacturers and retailers; publishing houses, booksellers and authors; import/export and shipping companies... you get the idea.

Many continents are represented at the show through both exhibitors and visitors, and this is evident in the number of languages heard while walking the aisles, although the venue naturally attracts a majority of European folks who live only a short drive, train or plane ride away.



*1938 Packard Super 8 Cabriolet*

The vehicles on display similarly tend to be of the European variety, but the US of A and its car and motorcycle culture is represented in spades. Europeans have a special curiosity and appreciation for American classics, and you can spot a

# Paris RetroMobile continued

number of American car club booths, 50s and 60s clothing and apparel vendors, car importers, diner furniture, and gas pump vendors, etc.



*Tatra President circa 1897 (nc)*

Every year the show features and honors a manufacturer. For 2020, that manufacturer was Tatra, named after the mountains that serve as a natural border between Poland and present-day Slovakia. Tatra produced a number of models accepted by CCCA as Full Classics, and was known for very advanced engineering and aerodynamic styling. They produced trucks from early in their history and still exist as a manufacturer of specialty off- and over-the-road heavy goods vehicles in their native Koprivnice, Czech Republic.

Another notable display was the Bertone collection of concept cars. The famed Italian carrozzeria behind the Alfa



*1938 Lancia Astura Coupe*

Romeo BAT cars, the Lancia Stratos and the Lamborghini Countach declared bankruptcy in 2014. Its assets, including concept vehicles commissioned by OEMs and boutique manufacturers, were liquidated, with Italian law stipulating that, due to the national heritage nature of the car collection, it could only be sold as a whole and would have to remain in Italy. Enter ASI, a federation of Italian automobile and motorcycle clubs, who scraped together the wherewithal to purchase the collection and make it available to the public in perpetuity. The collection's provisional home is at the Volandia museum, close to Malpensa airport in Milan, and the cars participate in select traveling exhibitions. Where else could you see the Pickster UTE, based on a 5 Series BMW sedan, or the Bertone Genesis minivan, equipped with a Lamborghini V-12 engine?

The club displays were as varied as they come. I got a kick out of the Teuf Teuf Centenarian Car Club's name, which incorporates the sound of the wheezy exhaust note typical of veteran cars. The display was not too shabby either: it included the earliest known De Dion Bouton et Trepardoux(nc), a French steam car from 1891!



Dealers and brokers boasted fastidiously designed display areas with some remarkable examples of rare and highly collectible automobiles, both of the road-going and racing varieties. One Swiss dealer had assembled no fewer than seven Alfa Romeo 6Cs and 8Cs on his stand, including the 1932 Le Mans-winning 8C 2300.

## Impressions

Inevitably, Americans and Europeans who have been to the AACA Eastern Region's Fall Meet in Hershey will draw comparisons between it and Retromobile. It's a fair comparison, but both events have flavor, character, and tradition of their own, aside from the obviously different settings (rural vs. urban) and the makeup of the items for sale (primarily American vs European). To say that Retromobile is the French Hershey is accurate in that they are both long-running high points in their respective country's collectible car calendars. But nobody goes to Retromobile

# Paris Salon RetroMobile

by Stephen Murphy **continued**

for a leisurely stroll down endless aisles, kicking tires, and catching up with vendors who've become friends over the years, just like nobody attending Hershey expects to dine on gourmet food or walk historic districts with architecturally significant buildings. They are similar but distinct.

One very pleasant surprise to me was the number of families with children in attendance, especially towards the weekend, when the general population was free from work commitments. I'm sure you've noticed the relative lack of young people in the hobby to enjoy, maintain and generally do justice to these cars that we love and appreciate. Judging by what I saw at Retromobile, the French have started to figure it out, with displays and activities aimed at enticing and engaging children in the classic car realm. I hope you will each continue to do your part in getting a young person interested in, or at least informed about, classic cars.

Whether it was meeting new people and creating great memories at a brasserie, fighting for rides with Paris cab drivers when the show let out and throngs of people spilled out onto the streets, or generally soaking in the many sights, sounds, and smells that Paris has to offer, I can truly say that every trip I have made to Paris has been better than the previous one.



Rétromobile is billed as THE event for anyone interested in vintage cars with over 1,000 vehicles on show, 620 exhibitors, 120 clubs, 60 artists in the Automobile Art Gallery, and a host of exclusive events. Rétromobile is not only an internationally renowned event; it's also a catalyst that brings together the world's three leading auction houses.

Although the group did attend the auctions, no one brought anything back home. Russ however, did confess to buying some automotive artwork in the form of a Hispano-Suiza poster.

If you are interested in going to RetroMobile in 2021, make your travel plans now!

Wednesday February 3rd to Sunday February 7th, 2021

Parc des expositions de la Porte de Versailles  
(1 place de la Porte de Versailles 75015 Paris)

3-7 February 2021

Paris Expo Porte de Versailles

More complete information can be found on the website:

<https://www.retroMobile.com/>

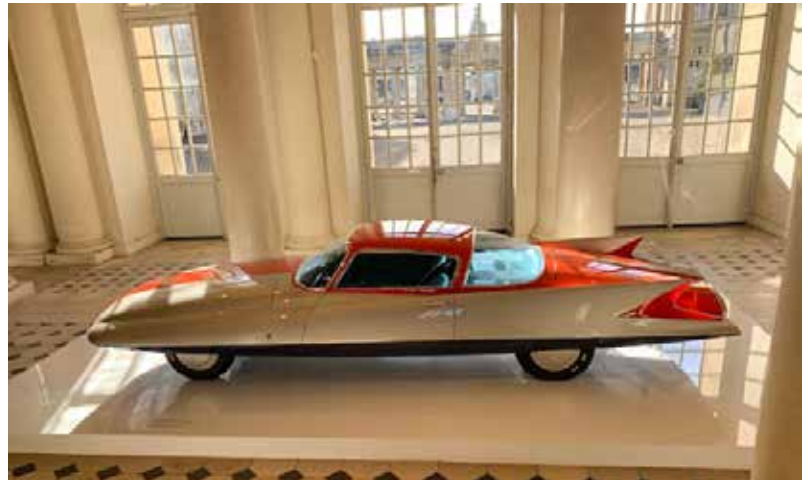




# Paris Salon RetroMobile



*Above, banner at the entrance to the chateau*



*Top right: 1960 Plymouth XNR(nc)*

*Center right: Alfa Romeo Giulietta*

*Bottom right: Fiat Stanguellini 1,200 Spider designed by Bertone*

Concept cars were on exhibit at the Château de Compiègne, about an hour train ride from Paris. According to Russ Rodriguez there were some 80 vehicles on exhibit in the chateau: cars and motorcycles, most of which were privately owned. "This was like no other car show I have ever been to" he added.

The Château de Compiègne was France's first museum entirely devoted to land-based forms of locomotion. Today it hosts 3 other "Museum of France" certified automotive museums: The Châtelleraut Auto Moto Vélo Museum, the Mulhouse National Automobile Museum, and the The Henri Malartre Museum in Rochetaillée-sur-Saône. In 2021, the four museums together will be exhibiting a series of rare – even unique – cars to illustrate the history of the automotive industry, from its birth through to the 1960s.

The Château de Compiègne is a French chateau, a royal residence built for Louis XV and restored by Napoleon. Compiègne was one of three seats of royal government, the others being Versailles and Fontainebleau. Even before the chateau was constructed, Compiègne was the preferred summer residence for French monarchs, primarily for hunting.



*Auction Photos and photos on this page by  
Russ Rodriguez and Mary Ellen Thielemann*

# Component profile: The 1920s Wagner brake reservoir

by Tom Kleinschmidt



This is another installment in a series of occasional articles on repairing the author's 1926 Wills Sainte Claire five passenger sedan. There were 12,000 Wills cars built between 1921 and 1926, this is one of eighty remaining cars. This example was restored circa 1980 from a parts car. For more information about this car you can watch this video: <https://www.youtube.com/watch?v=FT4jLrndAcg>

Wills cars are known for their advance engineering: overhead cam engine, pressurized cooling system, molybdenum alloy steel, back up light, electric fuel pump, hydraulic brakes.... This article covers a portion of the brake system.

Hydraulic brakes were an emerging automotive technology in the 1920s. In 1926, 40% of the over 80 car models listed in the Lester Steele Handbook had hydraulic brakes. Some makes with hydraulic brakes include: Auburn, Chrysler, Diana, Duesenberg, Jordan, Kissel, McFarland, Peerless, Studebaker and Wills Sainte Claire. The Wills application is the reference for this article.

**The Wagner reservoir** is more than just a canister of brake fluid. In addition to a reserve supply of brake fluid, it contains a pump to fill the master cylinder and a needle valve to seal the brake system.

The Wagner brake reservoir in our '26 Wills Sainte Claire T-6 required repair of its pump and seeping needle valve fitting.

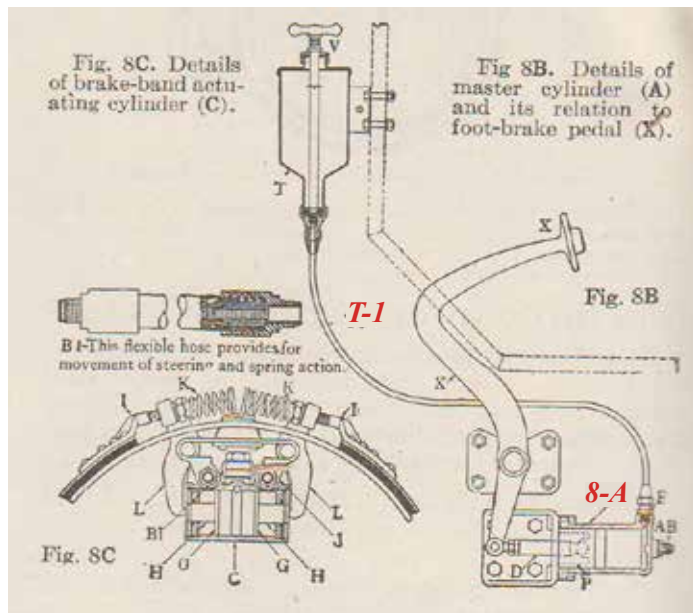
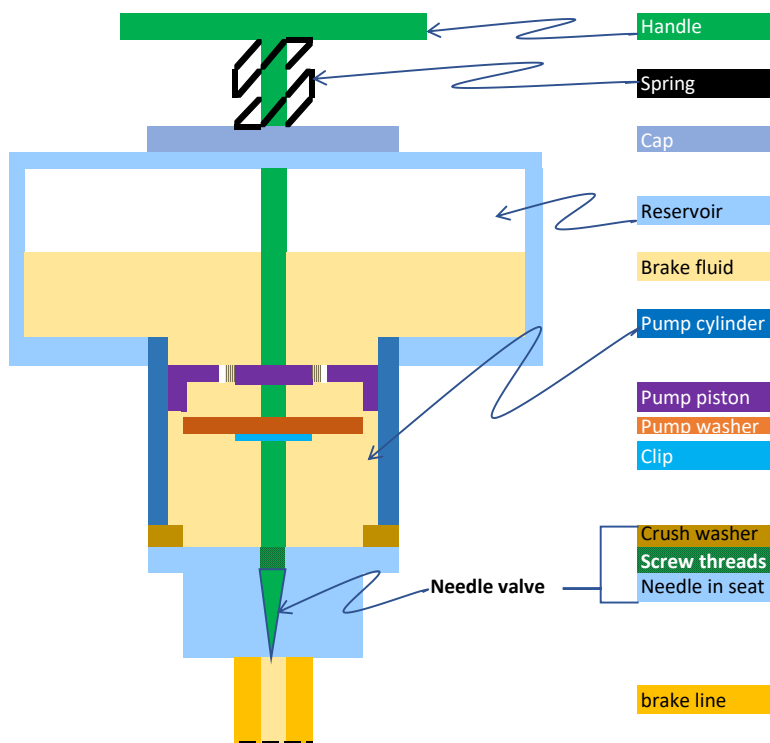


Diagram 1

Wagner brake reservoir - schematic cutaway



## Needle valve

Brake fluid was seeping out at the threaded joint between the reservoir housing and brass needle valve fitting. The needle valve fitting seepage was fixed by replacing the copper crush washer between the two elements. As this leak was on the reservoir side above the valve, it was fortunately just an annoyance and not a point of brake system failure. With new crush washer in place, all is now dry.

## Pump

The pump is required to fill the master cylinder with brake fluid. The master cylinder will not fill by gravity alone as air is trapped in the master cylinder (fig. 8 - A) and feed line (fig. 8 - T1) (see diagram 1, previous page). The air must be pushed out and replaced by brake fluid, hence the pump in the reservoir. Newer master cylinders incorporate the reservoir internally. The air is vented by removing the master cylinder cap or via a vent that does not cause the system to lose pressure. As this is early in the evolution of hydraulic brakes, the pump is necessary. Operation of pump as described in Dyke's ... Encyclopedia:

Unscrew the plunger at the top and by working it up and down, pump enough liquid into the master cylinder to restore a normal pressure. Allow the pump plunger to rest at the top of its stroke for a few seconds after pumping, then screw it back into place, using only the hands. Be sure the plunger is screwed down before using the brakes.

When manually bleeding the brakes, the pumping and "screw down" process is required each time the brake pedal and wheel bleeder valve are cycled. It has been done multiple times on our Wills as we flush the brake fluid every few years. Methods used on modern brakes such as pumps and back-in-the-day large containers of brake fluid are options too.

Critical to the process is the needle valve (plunger) screw down. If left open even a little, the fluid will go into the reservoir when the brake pedal is pushed instead of to the wheel cylinders. You guessed it – no brakes! This may have been a useful feature for depression era movie gangsters and perhaps real ones too. It is easy to do - the car's hood doesn't lock.

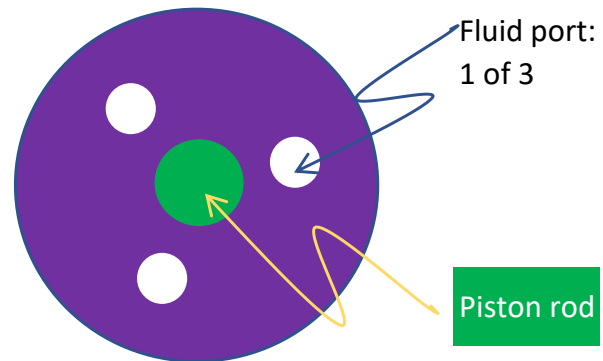
The reservoir pump in our Wills was ineffective. Upon close examination, along with the benefit of having rebuilt the car's Schebler carburetor (with an accelerator pump having a similar design) it was apparent we had half a brake fluid pump. The piston was there but the plate that closed under pressure was gone. Based on the piston and piston

rod rust pits it is likely the original plate corroded away.

A new plate was made by machining a washer to the proper outer dimension on the lathe and adding a "C" clip to hold it to the rod in the existing groove. Voila! A working pump!

## How the pump works

The piston has holes in it to allow brake fluid to pass into the reservoir cylinder. The piston holes are blocked when pumping fluid into the master cylinder. It is a piston and one-way valve combined. The moving washer plate blocks the piston holes when the handle is pressed down as the pressure of the brake fluid from below pushes it closed. When the piston retracts, the pressure is from above the piston - through the holes - and the washer plate drops down to allow brake fluid into the cylinder. As the fluid holes in the piston are small, it is prudent to wait a short time to allow the cylinder to fill as in the Dyke's instructions.



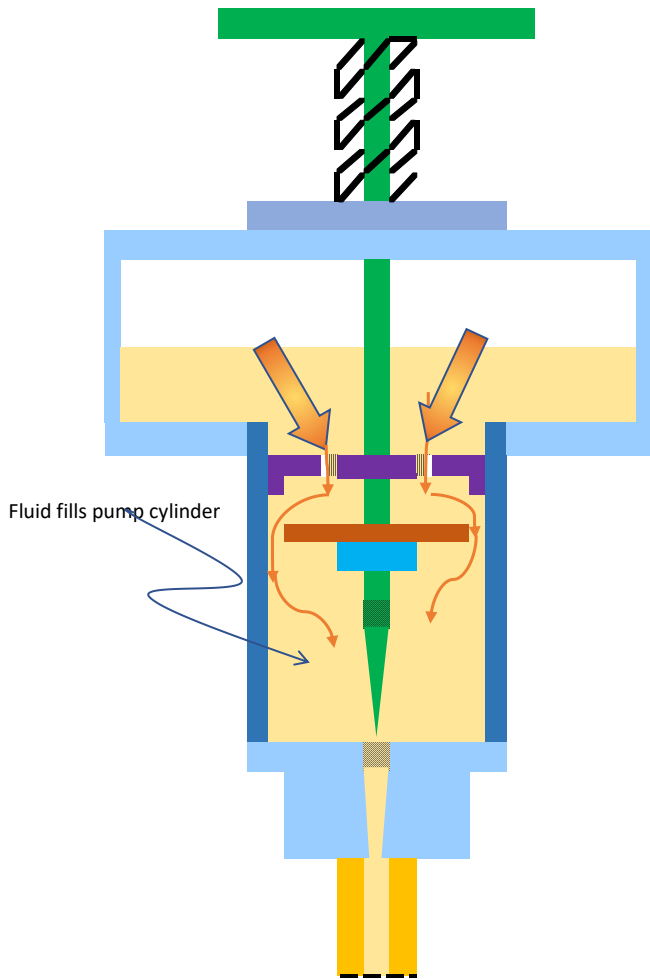
Pump piston - top view



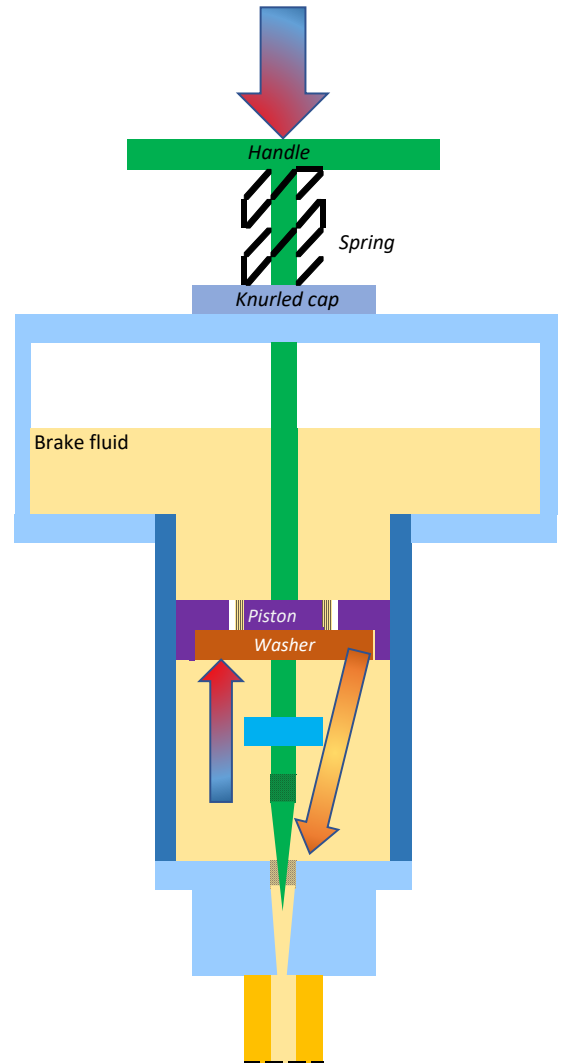
The piston is not a tight fit in the cylinder. Unlike a piston in an engine, it has no rings to seal it to the cylinder. This does allow some fluid to slip past the cylinder during pumping. It also allows a path for the displaced air to escape into the fluid reserve chamber.

# Component profile continued

Wagner brake tank - pump cylinder fluid fill



Wagner brake tank - pumping brake fluid



Valve open ----- Valve closed  
 Needle portion of valve can be seen at the base of the rod



### Filling the reservoir

Brake fluid is added to the reservoir by removing the pump rod via the knurled cap on top of the tank and pouring it in the open hole.



That wraps up the profile on a component that is no longer needed but is critical to its technology and era.



*1926 Wills St. Claire*

### References and acknowledgments

1. *Lester- Steele Handbook Automobile Specifications 1915-1942; First Edition; 1985; page 308*
2. *Chilton Spring 1931 Automotive Multi-guide; First Edition reissue 1970; Pages 258 & 259*
3. *Dyke's Automobile and Gasoline Encyclopedia; Fourteenth Edition; 1926; page 886*
4. *Brakes by Paul Dumas; Chilton Company; Eighth Edition; "...cars since 1925"; Pages 13 – 16*
5. *The Care and Operation of Wills Sainte Claire Motor Cars, Six Cylinder (owner's manual); Wills Sainte Claire Inc; Pages 13 - 17*
6. *Illustrations and photos by the author unless noted*
7. *Wills Photo by Charles R. Kaiser*



**It started with love at first sight.** This is not typically how a livelihood that ran half a century begins, but in the case of Jim DeBickero, the visual impact (seen through one eye, no less) started a journey he could not possibly have imagined: not for the 20 year-old who in early 1954 did not even possess a driver's

license. The acquisition of that first Cord - a 1936 810 Westchester sedan - set him on a path of adventure that took him far beyond his native Chicago, past the city borders and limitations of public transportation; all in pursuit of BOUCs: "big, old, used cars." It was Jim's crossing paths with the 1954 February issue of Popular Mechanix that set him on his way: on page 150 in a pictorial titled "American Classics: A Portfolio of Ageless Cars." There, he saw his first Cord; a 1937 812 convertible, owned - according to the caption - by Dr. Anthony Simeone of Philadelphia.

his way downtown, determined to track down the owner.

The Chicago Public Library did not disappoint, and a browse in the Philadelphia phone book put him in touch with the Cord's proud owner, who - as it happened - was a renowned brain surgeon. Perhaps it was due to the astonishingly welcome reception Jim's query was met with - an invitation to come down to the doctor's home to talk cars - that dictated the direction Jim's life was destined, but he was hooked. He now found himself entered into the brotherhood of car collectors.

First though, he himself needed to become an owner. Back then, "BOUCs," as he came to call them, were accessed through ads; in car magazines or locally in the Sunday edition of the newspaper. It was there that he spotted a notice for a used Cord for sale about 10 miles away. Now Jim was a south-sider and this was on the north side, but he was nothing if not resourceful. Unlicensed and inexperienced behind the wheel, he did possess a certain talent for creative solutions to problems.

Recognizing the risk he took of being pulled over for any minor traffic infractions (not to mention putting his new acquisition at undue risk), he determined that the logical

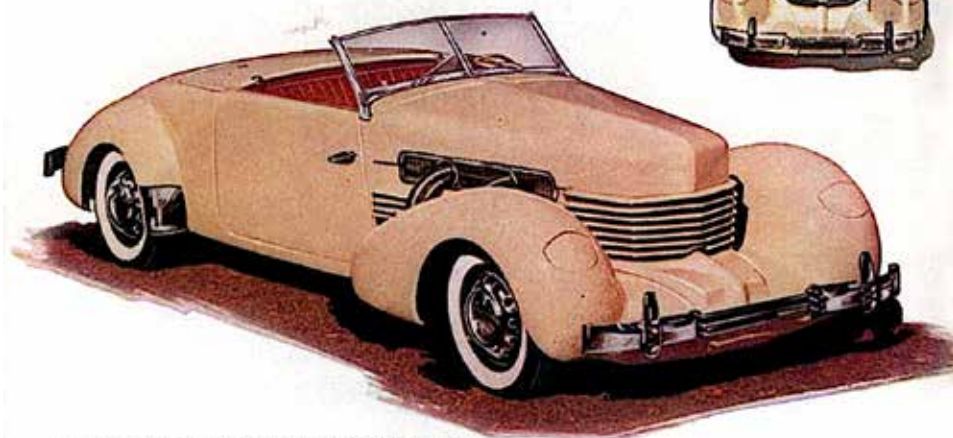
way to get it home was to follow behind a streetcar running the main north-south artery (Ashland Avenue). Travel would be slow, to be sure - he would likely not need to move beyond second gear - but following the trolley tracks assured him that there'd be a minimum of complications; only one turn was needed to get home, and traffic lights would not be an issue. Jim was right ("I was in a cocoon!").

He faced a bigger dilemma in making practical use of his new prize. Given the limitations of his sight, testing for a driver's license was out of the question - or was it? Once again, Jim was not inclined to regard impediments that would have daunted others as anything

more than speed bumps in his path. Decades after the fact, the story can now be told: "My brother was one year older than me. Same looks - height - build. I gave him my ID - I think it was just a social security card back then - and he was 'James DeBickero' for one day (laughs)." At this juncture, astute readers may be wondering how Jim sustained a career as a successful car broker over the course of five decades without at some point being compelled to renew his driver's

SEVENTH:

*Cord Convertible Coupe 1937*



Owner: Dr. Anthony Simeone, Philadelphia, Pa.

*The image in Popular Mechanix that started it all.*

Young Jim was unique among his friends: "I wasn't a gearhead." No license, he did not drive, and he was not mechanically inclined. But he had an eye for beauty - literally, just the one (blind from birth) - and the supercharged cream-colored Cord took his breath away. He knew he had to have one, and in a world where information was not at your fingertips, but required actual effort to obtain, he made



*Young Jim behind the wheel of a vehicle put together by his father.*

license. "Simple!" was his answer. As demonstrated to this writer, it was the time-honored method employed by every magician: misdirection.

After reading the eye chart with his good eye, he was directed "Now the other one," he'd cover it for a second and then switch back

while attention was directed toward the wall. It worked surprisingly well: "Sleight of hand!"

Paying for that first Cord might seem to be another formidable challenge to a young man who was still living with his parents but Jim was surprisingly well-situated to support his newfound addiction. His livelihood had been serving as a caddie at a local golf club; connecting with the well-heeled could be a lucrative pursuit. His parents were supportive, matching dollar for dollar what Jim managed to save. And then there were War Bonds; purchased a decade earlier to fund the country's military infrastructure, they came to maturation at exactly the right time. Last, following graduation he had taken on a position as an estimator for McNulty, a plastering company. The role involved travel that took him around the country. This would serve him well as he transitioned into becoming a full-time car broker; a vocation that necessitated much interaction with sellers located from coast to coast.

That first BOUC was the fulfillment of a specific desire. Though Jim found that satisfying, the "addiction" (as he characterizes it) for more was far from satiated: it was only beginning. To that end, he quickly realized that the ads placed in auto magazines and Sunday newspapers possessed limitations: to begin with, the offerings were not as broad as he knew the marketplace to be; second, the ads tended to be placed by folks knowing the value of what they were selling. Again, his innately strategic mindset led him to implement neighborhood scouts; trash collectors proved to be a terrific resource.

Prowling city alleys, their elevated vantage point enabled them to look over fences and see into people's backyards or take note of BOUCs sitting idle in garages. They would share this intelligence with Jim (for a fee), and he would approach the owners of these machines, who were too happy to have these eyesores taken off their hands.

Jim's first Cord got him into the club before there even was one. He was quickly coming into contact with other BOUC owners, typically by word of mouth. Being the outgoing social guy that he was (and is), the idea of a gathering of owners appealed to him, and he quickly moved to put one together. The first - and only - gathering of Auburn-Cord-Duesenberg owners in Chicago, organized by Jim, took place in the late summer of 1954.

Jim was living across the street from Clara Barton Elementary School; that August Saturday saw him and 13 other owners take advantage of the vacant parking lot for a day of grilled food and camaraderie. There were 8 Cords in attendance, including the rare L-29 front-wheel drive model, America's first; 3 Auburns, including a 1936 851 convertible coupe, owned by a bullwhip expert (who demonstrated his skills in the alley), as well as a 1929 Speedster chassis, brought in on a flatbed; plus 3 Duesenbergs, among them a 1932 Model J Beverly Sedan by Murphy and a 1935 JN Rollston Convertible Coupe.

Coming into this world of exotic rolling pieces of art was one thing, where a shared love of these motorized beauties served as an equalizer: men of great status in the world like some of the owners present (including art director Sydney



*Jim's first BOUC: The 1936 Cord 810 Westchester, 1954. The Mexican road race license plate came from a salvaged Cord that ran the race.*

## Jim's Story (part one) continued

Barker of Cabaret magazine) rubbed shoulders with people like Jim, who saw themselves simply as lucky guys who followed through on their passion. But now, having slipped into this society and seeing the bounty of riches before him, it ignited something deeper than the mere satisfaction and pride of being an owner of a single BOUC. Jim wanted much more - now that he saw this world extended far beyond a spread found in the pages of Popular Mechanix. He was ready to claim his place in this bigger world, relying on his wits and resourcefulness to extend his foothold.

Though Jim never again staged a neighborhood event like this one, the experience led him to recognize that what worked on a local level could also work nationally. The first chance to be a part of such a gathering came with the legendary ACD meet in Avon, Pennsylvania in October 1955. But before this, an enduring personal connection was made when he found the opportunity to meet face to face with the man who had essentially set him on his way: Dr. Anthony Simeone. The moment came when Jim was buying his second BOUC, in Boston: a 1939 Lincoln Model K 4-door convertible (dark green, with a Brunn body). On the way back, he stopped in Philadelphia, where he got to see that 1937 812 up close. The car that set Jim on his journey is still in the Simeone Foundation Automobile Collection, while an enduring friendship with Dr. Anthony began, the two bonding over not only cars but a love of jazz records (which they began trading back and forth). Among the other eye-opening experiences during that trip: an array of soda pop flavors, in unlimited supply. ("A big deal to me.")

In time their friendship would inevitably lead to Jim purchasing a Cord from Dr. Simeone: a 1936 Cord 810 convertible, with a rumble seat. This particularly rare specimen would become his in 1957 (towed from Philadelphia to Chicago, Jim laughs, by his father's newly-purchased '57 Chevy - "Another classic car!") But before this happened, Jim had started making regular trips to Auburn, Indiana. He had learned that, though production on cars had shut down there in 1937, Dallas Winslow - a Buick dealer from Flint, Michigan - had bought the factory in 1938, along with the rights to the tradenames and all remaining inventory, keeping the building open for the sale of parts to any Auburn-Cord-Duesenberg owners in need. Jim was quickly learning that if he intended to pursue the acquisition of any ACD cars, he would need to make the only parts supplier in the country a familiar place to visit.

By now, fully enmeshed in the world of classic car collectors, Jim knew he had a seat at the table when the 1955 Avon meet was moved to the more suitable locale of Auburn,

Indiana the following year. Jim drove his Westchester to the meet with pride as an accepted member of the fellowship among the 600 attendees and their cars. The highlight of the weekend came when he and Dr. Simeone parked their cars alongside each other for a photograph taken in front of the Auburn factory. As Jim describes it, "That was momentous!" He had arrived.



*Dr. Simeone's 1938 812, alongside Jim's 1938 810 at the first Auburn-Cord-Duesenberg gathering in Auburn, IN 1956.*

Jim's adventures in the years that followed maintained an upward trajectory. Though he sold that first Cord in 1957 - the same year he purchased the 810 from his classic car mentor - by that time his path from the world of classic domestic cars to classic foreign cars had started, with the acquisition in 1956 of a 1939 Hispano-Suiza J-12, leading in the next few years to a dozen other rare and exotic cars passing through his hands. But for Jim, the most important development came with his meeting the other love of his life during this time: his future wife, Betty, at a dance hall.

In Jim's mind, the cars that came his way are intertwined with the female company he kept along the way. The turn of the decade saw the story of Jim and Betty take a turn toward a lifelong commitment, just as he and the world of exotic classic cars already had.



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

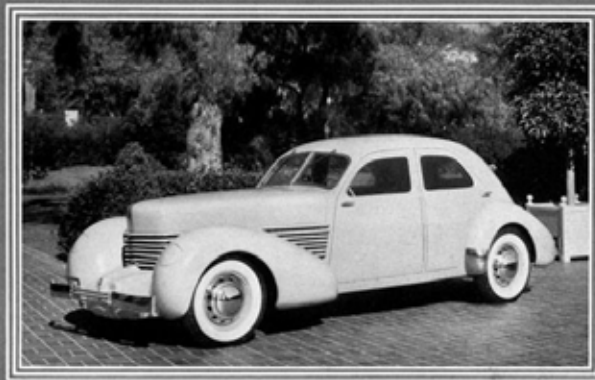
Robert Rodriguez is an award-winning writer of numerous books and the creator and host of the 'Something About The Beatles' podcast:

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





*Perhaps Jim's fascination with luxury cars came even earlier than he realized. This photo shows Jim, in the arms of his mother, shortly after his birth, beside the car that brought him home from the hospital - a 1932 Lincoln KB sedan owned by Mike Carrozzo for whom his father, Carl, worked as a chauffeur and bodyguard. Carrozzo was a powerful man in Chicago in his time, organizing and heading multiple unions.*



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C O R D

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*1931 Packard, 840 Custom Eight Sport Phaeton (one of approximately 100 produced)*

**Packard** did not use the traditional model year convention. The eighth series was introduced on August 30, 1930 and produced until June 30, 1931. Only 3,345 Deluxe Eights were sold across nineteen different factory body styles plus custom coachbuilder designs. Approximately one hundred sport phaetons were produced on the 840 chassis. Stately, yet sporty in appearance, this unique body style, often referred to as a dual cowl phaeton, incorporates a second cowl and folding windshield for the rear seat passengers. Combined with the very low line of the top, it makes the ingress and egress of the rear compartment rather cumbersome.

New features of the eighth series included a mechanical fuel pump and a vacuum operated chassis lubrication system. The 840 models incorporated the valve and manifold enhancements from the 745 speedsters and the front fender design from the 745 models. The Deluxe Eight chassis included a 385 cubic inch 120 horsepower straight 8 engine, wheelbase of 140.5 inches, 7.00 x 19" tires and four

speed transmission. It is normal practice to operate eighth series cars as a three speed, as low gear is only necessary if you want to use the Packard to plow a field or pull out a tree stump. The sport phaeton weighs 4,535 pounds and originally cost \$3,790.

"Kimberly and I purchased this car in April of 2012 from Walter Deetz of Arkansas. At that time the car had several issues, including having suffered a carburetor fire which damaged the hood." Other than that, the car was in good shape. With the help of George Kovanda at Chicago Restoration and Jimmy Kowalczyk at Addison Auto Interiors, the issues were resolved and the restoration completed. The original owner of the car was James W. Spangler, a vice president with the Seattle National Bank. The car was significantly restored during the ownership of a Mr. Allen of California.

"I always wanted a dual cowl phaeton, ever since I was a teenager. I was able to check an item off of my bucket list when we displayed this car at the 2013 Pebble Beach



*Photos by Kimberly Shadduck*

Concours d'Elegance, parking on the 18th fairway. While we don't normally tour with this car, we did enjoy the 80-mile Tour d'Elegance on the Thursday before the show, which included two laps around Laguna Seca, the coastal highway down to Big Sur and ending on Ocean Avenue in Carmel-by-the Sea. I must say, it is nearly impossible to drive this car without smiling."

Although they don't tour with this particular car, they definitely drive the others in their collection, touring or 'just for fun'.

They don't often show their cars either. "We are more into touring with them," says Dave. In addition to Pebble Beach they have had this particular car at St. John's in Michigan, and of course have shown it at Oakbrook at the Fathers Day Show.

Not admitting to a favorite car, Dave said it depended on what tour or event they were going to. They have done the London to Brighton Run a total of 16 times, with four different cars, including a 1903 Ford(nc) and a curved dash Olds(nc). They have toured in 11 different countries with

their 1925 Silver Ghost.

Kimberly enjoys the car hobby as much as Dave, but understandably, it has different benefits for her. As a photographer, being able to photograph landscapes in different countries is an added bonus. "Any day on tour when she wakes up in the morning and wants to drive, she can drive" he adds.



# CoverCar



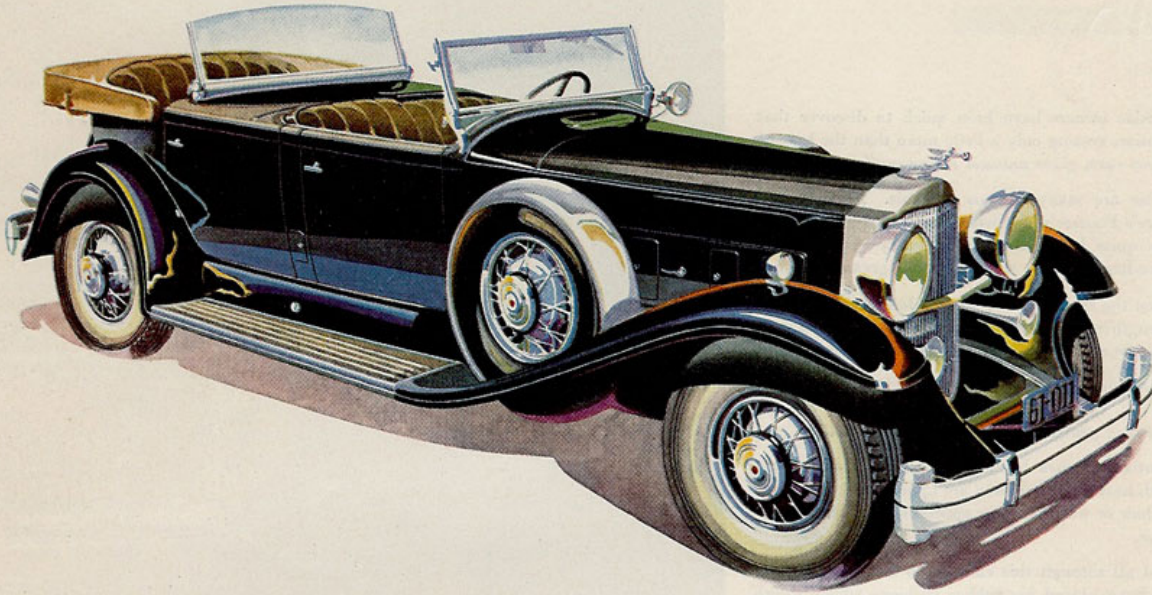
*A mirror like shine, a spotless engine, and a beautiful, tan leather interior are some of the features that make this beautiful car a head turner, wherever it may show up. Dave said he is spending a good amount of his 'sheltering in place' time out in the garage, tinkering with his cars. In all likelihood, he's going to have a few more weeks to get them all in 'show' condition.*



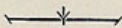
# CoverCar



## Packard



The new Packard Sport Phaeton is a smartly beautiful car—trim and yacht-like in its lines, modish and modern in its entire conception. Folding windshields front and rear, with a counter-balanced cowl to protect the tonneau, make it virtually a double roadster. All four passengers enjoy the thrill of open air motoring in *complete* comfort. ¶ The Sport Phaeton is one of the three handsome open models that are available on either the Packard Eight or the Packard Eight De Luxe chassis. The others are the Phaeton and the Touring Car. All embody the many new features and refinements which have established the new Continental Series Packards as supreme in the field of luxurious transportation. ¶ The new Packard cars are longer in wheelbase, wider in tread. The Straight-Eight engine, now "floated" on rubber, is quieter, smoother, more powerful. The transmission is four-speed synchromesh—easy and silent. While the new and exclusive Packard Ride Control—which permits instant adjustment of shock absorbers from the dash—provides a degree of riding comfort that has never before existed in motor cars. ¶ The new Packards are truly the cars of tomorrow. Why not have one today?



ASK  
THE MAN  
WHO OWNS  
ONE

# Cover Car Year - 1931

1931 was marked by several natural disasters. The Hawke's Bay earthquake in New Zealand on February 3rd, measures 7.8 on the Richter scale and lasted for two and a half minutes, killing 256 people.

The Yellow River flood (Huang He flood) Early in 1931, melting snow and ice flowed downstream and arrived in the middle Yangtze during a period of heavy spring rain. It is generally thought to be the deadliest natural disaster of historic times, killing between 900,000-2,000,000 people in China.

In the U.S. the Dust Bowl continued with major dust storms and drought.

US Population: 122 million.

Unemployment: 8 million

The State of Nevada Senate votes to legalize all gambling  
Ford ends production of the Model A and prepares for the new Ford V8

Number of Cars Produced World Wide: 36 Million

Inventions

Electric Razor (USA) by Jacob Schick

Nylon (USA) by Wallace Corothers - artificial silk

Aerosol Can (Norway) by Erik Rotheim

New Terms

black market

black-top

snazzy

teleportation

glossy, n. The use of this word as a noun denoting a photograph with a shiny finish would later be used to designate a magazine.

The term the American Dream was first coined by James Truslow Adams for his 1931 book, The American Epic.



Scenes like this, from Texas, were common across the U.S.

biomass, n. meaning the quantity of living things in a habitat, is rather common in environmental circles today, but it was new in 1931.

jitter, v. The noun form appears by 1929 as the jitters, and is verbed by 1931.

judder, v. This is a less successful cousin of jitter, probably a combination of that word and shudder.

Lindy Hop - This dance, named for aviator Charles Lindbergh, was all the rage in Harlem dance clubs in 1931.

poor boy, n. This name for a submarine sandwich, usually found in the environs of New Orleans, is first cited in 1931. A variant is po' boy.

reefer, n. The OED's first citation of this slang term for a marijuana cigarette is from 1931

skid row, n. The first clear citation of skid row, meaning a place where vagrants congregate is from 1931

Because of leap year this year, the calendar from March through December is the same as in 1931.



## Cost of Living 1931

Average new house	\$6,790.00
House rent	\$18.00 per month
Average wages per year	\$1,850.00
A gallon of Gas	10 cents
Loaf of Bread	8 cents
Hamburger	11 cents lb
New Car Average Price	\$640.00
Dozen Eggs	18 Cents
Bananas	19 cents for 4 Pounds



**South Bend...**while following I-80 in Northern Indiana, I strongly recommend that you leave the interstate and visit the Studebaker Museum there. This museum memorializes and celebrates the founding, life, and demise of the Studebaker automobile, and the company and the people behind it.

Many of our readers will have visited the Studebaker Museum so this review is aimed at those who may not know about or who have not visited the museum, in the hope that they will see it. At one time, Studebaker was among the top three automobile manufacturers in the U.S.

Over the years, the Studebaker Museum has had several locations. When my wife, Joan, and I first visited the museum, several years after the automobile company had failed, all its facilities sat abandoned in South Bend. Then, the museum was housed in what was once the quarters of the former Freeman-Spicer Studebaker Dealership in South Bend. The location was nearly adjacent to one of Studebaker's former assembly buildings on the north side of its complex. I remember being told that the Freeman-Spicer dealership sold and delivered more Studebakers than any other dealership in the country.

Showing the museum's Studebaker wagons, trucks, cars, and related items in a former Studebaker dealership lent added "authenticity to the display." However, the place was poorly lit and quite cramped. It had great stuff to show, but it was not shown in the best way possible. It was wonderful when, on our next visit to the collection, we found it in a spacious, well-lit, visitor-friendly, purpose-built structure to which the collection moved in 2005. The current museum is the result of a partnership between it and The Center for History (now called The History Museum) that collaboratively created a "museum campus" just west

of Downtown South Bend.

### **The Back Story Behind the Museum**

The Studebaker Family and its businesses provide context for the objects and materials visitors see in the museum and its collections. The museum's layout, designs, and products are presented juxtaposed with evidence of the evolution of the Studebaker Family itself.

The Studebaker family's origins lie in Solingen, Germany. Genealogical data reveal that an early group from this family emigrated to America in the early 1700's. A kindly immigration officer chose to anglicize the family name upon the group's arrival at a port in Philadelphia—and so it was that the "Stutenbecker" family became the Studebaker family. Family members brought blacksmithing and metal working skills with them when they emigrated to America. It's from this germ of talent that a large corporation emerged and enjoyed 100 years of success--until it failed in the mid-Twentieth Century.

Thus, a story began to unfold about several family members, two of whom, in 1852, opened "H & C Studebaker Blacksmith Shop" in South Bend that did metalworking, blacksmithing, and manufactured fine cutlery. The business evolved and its craftsmen became especially skilled and successful as wheelwrights.

Success in making wagon wheels led the family to add wagon-making (1852-53) to its product/service mix. Its early Conestoga wagons were very successful. By the turn of the century, Studebaker became one of the hundreds of wagon-makers that morphed into automobile makers. The

company delivered its first electric powered "runabout" passenger car, the Studebaker Electric Automobile(nc) in 1902; and by 1904, it fitted 2 cylinder, 16 horsepower gas engines to wagon-like vehicles and marketed them as "tourers", thereby solidifying its position in the passenger automobile business. The oldest known Studebaker Automobile is on display in the museum. The company's devotion to wagon-making died hard and the firm continued to produce wagons, buggies, and automobiles for several years before the last of the company's horse-drawn vehicles was produced in 1920.

The Studebaker firm manufactured and sold a variety of middle-market cars between 1902 and the start of World





War II. In 1911 Studebaker bought the Everitt-Metzger-Flanders Corporation of Detroit and formed the Studebaker Corporation. The corporation then marketed the E-M-F 30 (nc), the Flanders 20(nc), the Studebaker-Garford 40(nc), and Studebaker electrics(nc). By 1913, all these models were replaced by four and six-cylinder autos, all of which were marketed under the Studebaker marque. (The museum has an E-M-F 30(nc) and a Flanders 20(nc) on display.)



*1932 Studebaker President Convertible Sedan*

From 1928 through 1934, the company varied from its commitment to middle market cars to design and build the very up-scale Studebaker “President” models. These magnificent automobiles are considered “Full Classics” by the Classic Car Club of America. (The museum has three or four of these on display.) The timing was poor for those making up-scale cars during the middle of “The Great Depression” and this substantially reduced demand for them. In reaction, the company re-focused on making and selling cars that were more modest and in line with what people could buy in a recession economy.

It was also during the Pre-War Period that Studebaker developed and sold other marques. One example is a small, entry level car that carried the sub-brand name of “Erskine” (Albert Russel Erskine was the company’s president at the time). The Erskine(nc), whose sales were somewhat anemic, was introduced in 1926-27 and lasted until 1930. To capture the public’s adoration of Notre Dame University’s legendary football coach, Knute Rockne, Studebaker created and sold a durable, but inexpensive, new car called the “Rockne” to

replace the Erskine in the company’s line-up. These mid-priced cars were built in Canada and introduced in 1931-32 and sold until 1933. It didn’t help matters that, after plans were in place to make and market his namesake car, Knute Rockne died in an airplane crash in late 1931. (The museum has an Erskine [nc], a Rockne Model 65 [nc] and a Rockne Model 75 [nc] on display.)

In the late 1920’s, Studebaker began to make trucks and did so continuously until 1963. They had a big hit with a cab-over-engine model which they introduced in 1936. (Trucks are also on display in the museum.)

Both at the time of WWI and WWII, the Studebaker Corporation offered support for the war effort by producing wagons, trucks, and aircraft engines for the military. Earlier, the company built wagons for the military during the Civil War Period. In 1947, after WWII, Studebaker was among the first car manufacturers to introduce new cars with styles totally different from those manufactured up until the start of the war. (Kaiser-Frazer is credited for being the first company to do this.)

Studebaker’s post WWII cars reflected the company’s strategic decision to use more cutting-edge type designs to get a competitive advantage. To make this happen, the company forged a relationship with well-known designer, Raymond Lowey. Noted examples of Lowey’s designs are the 1950 bullet-

nosed Studebaker Champion(nc) (which some consumers called “the coming and going car,” because, at first glance one didn’t know which was the car’s front or back). This car sold 400,000 units. Lowey’s design for the beautiful Studebaker Starliner Coupe(nc) is magnificent. Were a class created for “neo-classic cars,” the Starliner is the first car I would nominate for inclusion. (Examples of these two cars



*1953 Studebaker Starliner*

## If You're NEAR...

continued

are both displayed in the museum.) Later, Brooks Stevens, also a famous designer, was engaged to do some up-dating on the Hawk and Lark models; and his work on these cars is well-regarded. Stevens also developed some concept cars, which, if brought to production were thought of as possible “saviors” of the then troubled Studebaker Corporation.

The talents of Raymond Lowey were tapped again to design the limited production, and well-regarded, “Avanti” model (nc) introduced in 1962. (The museum has a special display about this car.)

In 1952, when the company celebrated its 100th Anniversary, it was also a time when the clouds of more intense competition, changing market demands, and more difficult finances settled upon the company. In the mid-1950’s consumers began to demand smaller, more “compact” cars. Many of Studebaker’s competitors responded by developing such cars. But Studebaker didn’t have enough money to design such a car from scratch. So, with design assistance from Brooks Stevens, they took an existing production model design and chopped off part of its front and rear to create the Studebaker “Lark” (nc). The “patch-job” model was produced both in South Bend and Windsor, Ontario, Canada. It looked decent and sold well from its introduction in 1959 until the model was dropped in 1966. A firm that I worked for at the time bought a couple

of them for use as “company cars;” and I thought the Lark was neat.

In the late 1950’s, tough competition from financially-stronger auto makers put Studebaker in a tough spot and near a “melt-down.” As a “way out” the Studebaker Corporation and the Packard Motor Car Company merged in 1954 thereby creating the Studebaker-Packard Corporation. The last “true” Packards were produced in 1956; and the 1957-58 “Packards” made after that came from a merger of existing Studebaker bodies that were re-fitted, changed slightly, and re-badged as Packard automobiles. Both extant Studebaker vehicles and the faux Packards were marketed to the public at the same time until 1958. In that year, the corporation dropped Packard from its name, stopped making Packards, and dispatched the Packard marque to the dustbin of automotive history. Consumer response for Studebaker products was tepid thereafter and, after 114 years, the Studebaker Corporation foundered and went out of business in 1966.

### About the Museum, Collections, and Exhibits

The genesis of the Studebaker Museum lies in 1966, when a collection of 37 vintage Studebaker vehicles that had been in the company’s own museum were donated to the City of South Bend, when the corporation went out of business. After spending time in varied locations, it became apparent that ownership and oversight of the collection probably should take on a different form. Thus, in 1985, the Studebaker National Museum was organized as a 501c3 non-profit corporation for this purpose. Today, it has professional leaders and staff who have expanded the collection, created a more suitable setting for it, increased public interest in it, and otherwise added value. A board of directors oversees the work of the leadership and staff.

### The museum’s stated purposes

“Our Mission is to be the center for education, preservation, and interpretation of design and innovation. This is accomplished through programs, active collecting, and the display of vehicles, archives, and artifacts that showcase the local and global influence of Studebaker and related industrial innovators.”

“Our Vision is to spark the imagination and ignite interest and passion for design, innovation and the



overall impact of the automobile and its related industries.”

### **The Museum**

Although the numbers change from time-to-time, based upon special themed programs or events staged by the museum, visitors will see about 120 vehicles - mostly automobiles - but also carriages, wagons, and a few trucks. All vehicles shown in the museum aim to illustrate products that Studebaker produced and sold over time. About 70-80 of these are shown in interpretative settings. As noted, the entire collection of vehicles is housed in a 55,000 sq ft, purpose-built structure containing three levels. The collection includes the 37 vehicle “original collection” that Studebaker had gifted to the City of South Bend.

Visitors enter the museum on its main level. Upon entry, they will notice that this is a two-story gallery that includes an information booth, a museum store and a snack shop. If one glances further into this space, they will see a 1937 Studebaker “President” coming down at a body-drop station to be mated with its engine and drive train—which gives one a good idea about how cars are put together. (Note: This display is sometimes removed to make room for special exhibits.)

The “Family of Craftsmen” exhibit shows some examples of the Studebaker family’s work from 1736 to 1868. This includes a diorama that shows what the Studebaker Brother’s original blacksmith shop looked like.

The “Early Years” shows examples of wagons crafted by the Studebaker Brothers from 1868-1920, during which time the company first produced wagons and also its first cars.

A collection of “Presidential Carriages” and award-winning wagons is another special exhibit. The museum has the largest collection of carriages used by American Presidents, with carriages used by Presidents Lincoln, Grant, McKinley, and Harrison.

Studebaker’s earliest cars are on display in the “From Horses to Horsepower” section. This includes the oldest known surviving Studebaker from the 1902-04 period.

The “Erskine Years” show examples of cars manufactured and sold with the Erskine(nc) sub-brand on them from 1921-1933; and the E-M-F cars mentioned above.

A green 1927 Studebaker Commander (nc) on this level is of interest because it was featured in an Atlantic City endurance race to show that Studebaker cars had “the right stuff.” The “25,000 miles in 23,000 minutes” lettered on the side of this car boasted its durability and reliability.

The “Super Service Center”, with small scale car and car-service items provides kids with a hands-on experience. For example, they can change a muffler or add fluids to the little vehicles. The exhibit is very popular among kids and parents alike.

On the upper level, the “Experience the Classics” exhibit shows some of the most up-scale cars ever built by Studebaker. Classic Car of America members will really enjoy looking at these beauties built between 1933 and 1942.



*1932 President St. Regis Brougham*

A one-off 1934 Bendix(nc) on display has an interesting story behind it. The Bendix Corporation, that also is in South Bend, commissioned the build of a “state-of-the-art” car that would show off Bendix products of the day. Engineers from Bendix worked with off-duty Studebaker employees to create this interesting “one-off” automobile.

When I visited the museum for the second time, they had a good-looking 1930’s model Pierce-Arrow on display. It’s gone now, but original placement in the collection was to show the tie (from 1928 to 1933) between the Pierce-Arrow Motor Company of Buffalo, New York and the Studebaker Corporation. Studebaker took over Pierce to expand its line into the luxury market and to give Pierce access to Studebaker’s large network of dealers. When Pierce’s sales softened, the company was sold in 1933.



*1927 Studebaker Commander*

## If You're NEAR...

continued

Another area focuses upon the Post-War Studebakers built between 1947-1954—this includes the iconic 1950-51 “Bullet Nose” Champion model(nc) and the magnificent, 1953 Studebaker Starliner(nc) coupe.



The “Golden Hawks and Bobby Sox” exhibit displays the cars from 1954 through 1962 and showcases the Hawk versions of the Studebaker cars that were mostly up-dates of earlier models and of the Starliner(nc) models fitted with more powerful engines.

The story of the development of the Avanti(nc) is told in another exhibit on this floor. There is irony in the Avanti story because the car, in various versions, and in the hands of others, remained in production long after the Studebaker Corporation folded.

Visitors will also find a few concept cars in the museum. Noteworthy is the Richard Teague-designed 1956 Packard Predictor(nc) concept car. For its time, the Predictor was quite advanced. Some Packard fanciers speculated that if a production version of the car had been built, Packard's fortunes, and maybe Studebaker's, could have been different.

Another well-known concept car in the museum's collection is the 1962 Studebaker “Scepter(nc).” Scepter designer Brooks Stevens, like Teague, believed that, if built, this could have been the car that would have saved Studebaker.



*Studebaker Scepter*

The other major Studebaker products displayed on this floor are selected models of trucks developed and produced by the corporation,

The lower level includes vehicles which visitors can see, that are being stored, awaiting restoration, or awaiting their turn at being shown in other areas of the museum. Under the label of “War and Remembrance,” the museum has arrayed an assortment of vehicles the Studebaker plants built for the military during its existence. Aiding the military dates to 1857 when the company provided hundreds of wagons for the North in the days leading up to and during the U.S. Civil War.

### Archives

The Studebaker National Museum Archives hold the corporation records of the Studebaker Corporation, The Packard Motor Car Company, and other South Bend Area



Studebaker Museum  
201 Chapin Street  
South Bend, Indiana  
46601

Cost of admission:

\$10.00 for adults;  
\$8.50 for seniors 60+  
\$6.00 students 6-17;  
Free for kids under 5

Hours: Mondays – Saturdays: 10:00 am-5:00 pm  
Sundays: Noon to 5 pm (Eastern Time)

Phones: 574-235-9714 or 888-391-5600  
Web site: [www.studebakermuseum.org](http://www.studebakermuseum.org)

industries. The archives hold primary research materials that could be valuable for investigators seeking automobile technology information or probing business practices and business history. The archives are physically located across the street from the museum and can be accessed on an appointment basis. Also, researchers unable or not wanting to come to South Bend can engage archive staff members to do research for them. Fees for this service are negotiable.

### Summing Up

After being up close and personal to an array of Studebaker automobiles on multiple occasions, and observing the quality, engineering, and design of them, I find it difficult to believe the company couldn't successfully compete in the automotive marketplace. Not all their cars were "stars," but any number of Studebakers, especially several of the 1930's through 1950's models would be welcome today in any car collection.

The museum's curators have gathered and now exhibit a wonderful example of the products created and marketed by the Studebaker "family" over its lifetime; especially of the automobiles that the company produced during sixty-four of its 114 years in operation. The settings and backdrops for the vehicles are well-done and significantly enhance the visitor experience. For the most part, the lighting is good enough, and the vehicles have enough space around them

making it possible to get some good photos, which allows me to continue to enjoy a museum long after my visit.

Please recall that the museum does stage several special exhibits and offers varied automotive-themed programs each year. If someone knew in advance when they were passing through the South Bend area, they might consider checking the museum's web site to learn about its "special programming" and arrange to visit the museum when a special program that interests them might be on-going.

This is among the finer automobile museums I have visited. If one is "car person" it is a "must see." If one isn't really a car person, the museum should still be of interest because of what it reveals about art and design and about the history of business and manufacturing from the onset of the industrial revolution through the 1960s. Others might be drawn to the many examples of the art of the automobile which are reflected in this collection.

My suggestion is to allow two hours for a visit, to fully experience this collection.

*Acknowledgments: Thanks to Maria TeKolste, Program and Outreach Manager and Andrew Beckman, Archivist, of the Studebaker National Museum, for taking time to bring me up to date concerning the museum and assisting me with my fact-checking. Should there be errors in what is written, they are solely my responsibility.*

**The Bendix SWC** is a one-of-a-kind, hand-built, four-door, five-passenger sedan prototype concept car built in 1934 designed by Alfred Ney .

Intended to be a unit-body design, limited time and finances dictated a conventional, heavier central steel box frame with front and rear subframes. The body construction was steel panels mounted over a wooden frame, but curb weight climbed to more than 3,000 pounds, twice the target weight. To counter the weight gain, aluminum was used for the hood, fenders, doors, and rear wheel skirts. Due to an impending deadline, a DeSoto Airflow grille and headlamp doors were used to finish the car.

The SWC featured many technological innovations. The 86-horsepower, straight-six Continental engine and its transaxle were mounted on rubber bushings, as was the rear suspension. The powertrain and front-drive, three-speed transaxle mounted in front of the engine could rotate independently of the body. Constant-velocity universal joints transmitted the power to the front wheels. Engine cooling came from a complicated latent heat exchanger, eliminating a cooling fan. The novel suspension had limited suspension travel with low-pressure tires taking up road shocks. Drum brakes were cooled through openings

in the drums and wheelcovers. A conventional shift lever was first used, but a Bendix "Finger-Tip Control" electrical preselector mechanism, similar to that used by Cord and Hudson was substituted.



The Bendix SWC is now the property of the Studebaker National Museum. It was donated by the Honeywell Corporation, the successor to the Bendix Corporation.

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## CLAUDE OHANESIAN

## OUR COMMITMENT

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



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

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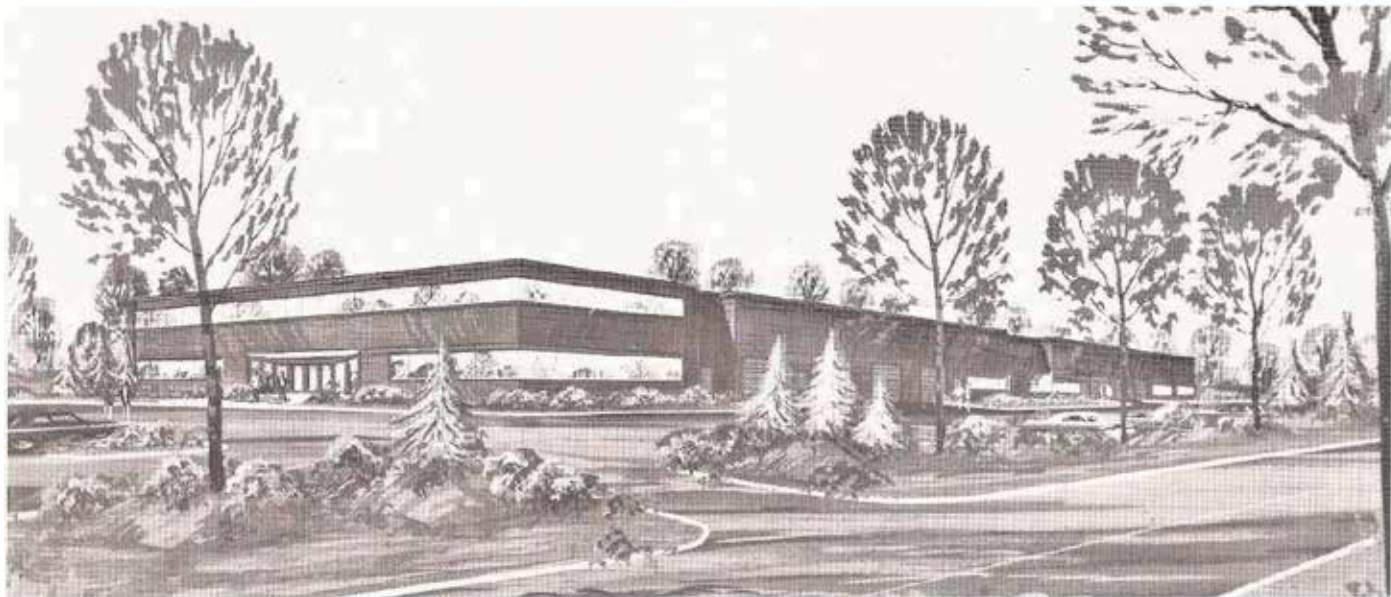
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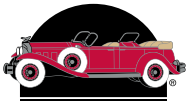
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# CLASSIC CAR CLUB OF AMERICA

## Approved CCCA Classics

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

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

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

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



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



I hope you are all doing well in isolation!

It seems so long ago that we actually were able to get together for our Leap Day event at Chicago Vintage Motor Carriage. Everything since then has either been canceled or postponed until who knows when.

Now is a great time to be working on getting those cars ready for summer in the hopes that you'll actually be able to take them out of the garage at some point. There are probably very few distractions or interruptions. The weather is starting to warm up, so that will help. I have never actually looked forward to cutting my lawn, but I do now - it gives me something to do for a couple of hours!

It might help lift some spirits to get behind the wheel of your vintage ride and just take it for a spin. I know it always makes my day to see an antique car on the road, now more than ever would it bring a smile to my face. Bring some joy to your neighbors and drive that special car through the neighborhood. The distinct sound of that engine and an old horn would have everybody running to their windows.



It is going to be wonderful to see family and friends when those 'stay at home' orders are lifted. And every car show is certainly going to seem that much better this year for having been so longingly anticipated. Plans for the Annual Fathers Day Show at Oakbrook are still on as of this printing so fill out those forms, send them in, cross your fingers, and hope for the best. We'll be ready! I just hope we recognize one another with those masks we're probably going to be wearing.

Speaking of masks - while there is certainly nothing funny about this virus and the lockdown, there are a lot of jokes out there. It never hurts to laugh and laughter will help keep us sane until this is over. At least it's worked for me so far. So, in that spirit, I've included one for car people.

Until we meet again, keep smiling and keep busy.

*Maureen*

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

### **From the Mailbag**

Maureen,

I just received the Winter, 2019 issue and was quite delighted to see the 1934 Packard Super 8 coupe roadster on the cover. The Peterson that Kent Shodeen bought the Packard from in 1965 was Gerald Peterson of Champlin, Minnesota. I remember the car well. I was a brand new, young kid, member in the UMR/ CCA in 1963. Gerald was not related to the Don Peterson clan that populates much of CCA history. Sadly Gerald passed away just last year. He was a very detailed restorer, whose profession was driving semi trucks. I was shocked when he put the car up for sale for \$13,000.

Now, to pick some nits. On page 16 the caption says "by LeBaron." Not true. The design was attributed to Dietrich and was a factory production body on the 1104 chassis. On page 17 the engine description is wrong. The Standard 8 was 320 cubic inches. This car is a Super Eight of 384 cubic inches and rated at 145 bhp.

Thanks for the great magazine.

Tom St. Martin

UMR

### **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