

THE HUB CAP

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THE HUB CAP

The Hub Cap is published quarterly by the Wisconsin Region of the Classic Car Club of America. It is not possible without the kind help of our members. Please send your articles, photos, car histories, ideas and/or just reminiscences about the club. You do not have to be a good writer, that is what your editors are for! You may contribute to the newsletter either by mail, 619 South Main Street, Lake Mills, WI 53551, email *edfors@charter.net* or call 920-648-3067.

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DIRECTIONS

by Regional Director

John Boswell II

We started working on the 2020 Wisconsin Region of the Classic Car Club of America's club calendar at the October Board meeting. Please feel free to contact me or any Board Manager with ideas for future activities and events. I hope to see as many of you as possible at these events. They are, after all, planned for each and every members enjoyment.

I had a blast driving Jim Nicholson's 1930 Franklin Sedan on the Fall Tour the last weekend of September, in spite of the sometimes heavy rain we experienced. If you weren't there, you missed a great time. See the article that appears later in the issue for full details. Sunday, we lucked out when the rain held back and we enjoyed a wonderful walking tour of the Christopher Gardens. Bunni caught me resting on a fence next to a massive bull statue. She captioned the shot "taking the bull by the horn". I asked Joyce to replace my head shot with that photo for this article. I may use this photo going forward as it embraces my approach to club activities.



As some of you may know, the Board has voted to host a Grand Classic® event in 2020 that will be held in conjunction with the Milwaukee Concours d'Elegance in August. In preparation for the Grand Classic® there will be judges training sessions held along with our Valentine's Day festivities and another spring event that is still in "the works". We need to have trained judges both from our region and other regions slated by August. Jim Nicholson has volunteered to be the event chairperson. He

will be reaching out to members soon to recruit volunteers to help get this event off the ground. Please see his article regarding judging on pages 16-17 of this issue. I have never attended a Grand Classic® so this will be a new experience for me.

Another item addressed at the October Board of Managers meeting was that I would continue as Regional Director for 2020. Each year we have three Managers that need to be either reelected or replaced. Gregg Hotson and Herbert Brumder have opted to run for another three year term. Bill Tess has decided not to run for a second term. At this time, I do not have a replacement. Anyone who is interested in being a Manager please contact me. As you may remember, we started last year with a vacancy, which I was able to fill/appoint at the Annual Meeting. While it is alright to have one open board position, our Bylaws allow for this situation and address it, I will do my best to come up with a third name to fill the seat. Again, if you are interested in the position please let me know.

Please take notice of the date change for our Annual Meeting. **The meeting is now Sunday, November 3rd.** Several factors necessitated this change, the major contributor is that the restaurant I originally booked closed with little warning. I was left with a bit of a situation. Fortunately, I was able to reserve VIVERE, an Italian restaurant, located at 1000 E Rawson Avenue in Oak Creek. VIVERE is able to accommodate us and is reasonably priced. I would like to start the meeting portion of the event at 3:00 PM so please be on time. The place has a nice bar with reasonable drink prices.

If it's a nice day, let's all get our Classics out on the road one last time this year. Here's to a sunny day and safe motoring!

FEATURED ON BOTH OUR COVERS

Warren and Rosemarie Jensen's
1940 Cadillac 8 60S Sedan

Front: *A painting of it by Joyce S Edfors
from the Jensen's private collection*

Back: *A photo taken of it at the
2019 Milwaukee Concours d'Elegance
where they won the Most Elegant Pre-War Closed award*

Photo by Bruce Butler

GATHERING ON THE GREEN

by Brandon Butler

My year always consists of attending many car shows but my favorite, and the one I make a point to attend yearly, is the Gathering on the Green in Elkhart Lake. In years past I've been lucky enough to take my friend Edson's 1908 FN motorcycle and this year I bought his 1959 Stanguellini(nc). I was also going to bring along Jim Nicholson's 1936 Auburn 862 Convertible Sedan, but we had timing issues at the side of the road. Luckily though, the Auburn made it home safely and is now again in working order.

If you have not been to the Gathering on the Green Concours d'Elegance, it's one of the most premier shows in Wisconsin. In years when it doesn't rain the car show is set on the lawn in the back of the Osthoff Resort facing the lake which offers spectacular sunset views. Due to the time of the year it's almost always nice cool weather.



Stunning Cord 812 Convertible

My adventure started bright and early on Saturday, September 14th, with going to Burlington to pick up the Stanguellini(nc). Edson had loaded the car in the trailer and strapped it down so all I needed to do was hitch it to my friend's truck and take off. Unfortunately, a few nights before it rained heavily, and the show cars couldn't drive on the lawn so the parking lot next door to the Osthoff was used. Even though they had to change the plans at the last minute, the turnout was great, and everything went smoothly.



1925 Bentley 3 Litre

Many people from WIRCCCA were at the show including John and Bunni Boswell, Dick Clarey, Carl and Carol Jensen, Paul Kammen, Deb and Mike Korneli (who co-chair the Elkhart Lake Vintage Festival of which the concours is part of) and Ted Zamjahn. Some memorable cars were there including a fantastic Cord 812 Convertible, a De Dion-Bouton(nc), 1925 Bentley 3 Litre and an authentic MG B GT V8(nc).

The awards ceremony was fantastic. It was put on by the great announcer, Mike Korneli. Every year Bob Prince, the host of the event, talks at the end with an inspirational note.

In the evening we had an amazing dinner at the Osthoff with a fantastic guest speaker, Paul Page. He was the voice of the Indianapolis 500 for many years. He shared stories of racing Formula Fords but it was more interesting listening to him talk about behind the scenes at Indianapolis. He truly had a good time and loved his job.

Overall this was a great event and I encourage every Wisconsin Region CCA member to attend. They are always looking for more show cars so why not put a car in for consideration? I plan on attending again next year so please look for me there. A big thanks to Deb and Mike Korneli and Bob Prince. They all do a tremendous amount of work to make the races and show happen.

Commissioned Acrylic Paintings



Joyce S. Edfors

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EDITOR'S MESSAGE

from Joyce Edfors

After 13+ years (my first issue was Autumn 2006) and over 50 issues as Editor of *The Hub Cap*, I have made the difficult decision to retire. It is bittersweet and did not come lightly because it has truly been a labor of love for me. But Tom, my Assistant Editor, husband, technical advisor and proofreader extraordinaire, and I have produced the newsletter for over one quarter of the Region's existence and, as 'they' say, all good things must come to an end.

I very much appreciate having received 2nd and sometimes 3rd Place Nationally in our Regional category several years. And once, it took 1st Place! I have consistently been awarded Golden Quill awards for many years from *Old Cars Weekly*. But what I am most honored by was winning the Beverly Rae Kimes Outstanding Regional Editor Award in 2018 from the Classic Car Club of America.

I sincerely thank all of you who through the years have contributed articles and photos for publication.

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THE HAGERTY CONCOURS MOTOR TOUR

by Carl Jensen

For the Jensen's this year's Milwaukee Concours d'Elegance tour started with a change of plans. We had previously donated a ride on the tour in the back seat of our 1925 Marmon for the charity auction. We were thrilled to see that it did quite well as did the passenger seat of the Porsche 918 supercar that was also up for bid.

As you might guess, the weekend before the Concours is a bit crazy at our house with a million last minute activities for the event. I was also more than a little cranky due to some issues at work and just learning that I had to fly to China at 6:00 AM the Monday morning after the Concours. So, when I took the old Marmon out for a test run and heard a horrendous clatter under the hood...well let's just say I did not have much patience. I rarely get upset if an old car breaks but this time I just pulled it in the garage and barked at Carrol, "I broke it and am using the Stutz next weekend."

Now had I dealt with this in my usual way I would have wondered what happened and took a look under the hood to find that the only problem was simply a hard rubber coupling on the generator had broken lose, a very easy fix. But I didn't bother to do that and our high bidder actually really enjoyed the Stutz's rumble seat more! Hagerty also offered the back seat of their V16 Cadillac Convertible Sedan.

For me the driving tour is one of the highlights of the weekend. Sadly, Carrol can never join me due to other Concours responsibilities, so my regular copilot is friend, hunting partner and fellow car guy, Paul Westphal. After our sponsor, Hagerty Insurance, filled us with donuts and coffee we took off to West Bend with a vast mix off participants; the oldest Classic being a 1927 Phantom I Rolls-Royce belonging to Wendel Smith from St. Louis. It was a beautiful sunny day when we arrived for our warm welcome at the home of John and Heidi Dohmen. They had thought of everything, including a huge tent to gather under so we could escape the hot sun...well that's at least how it started. With very little warning, a storm rolled in and the sky opened up into a downpour. And it came down in buckets! We all scrambled to close

up cars and get back under the tent which was now serving as shelter from the rain.

Following a really delicious lunch, the Dohmen's had their beautiful historic home open for tours as well as their garages. And as if they planned it, the sun came out and dried things up when we were ready to head back on the road. But not before we all received a parting gift from John and Heidi. They had arranged for each participant to get a signed copy of the "The Last Open Road"...a great read about a young man coming of age in the 1950's that is centered around the people he meets in the sports car world.

Touring back down Lake Drive under clear skies we provided a surprise of rolling automotive art-work to everyone out enjoying the afternoon.



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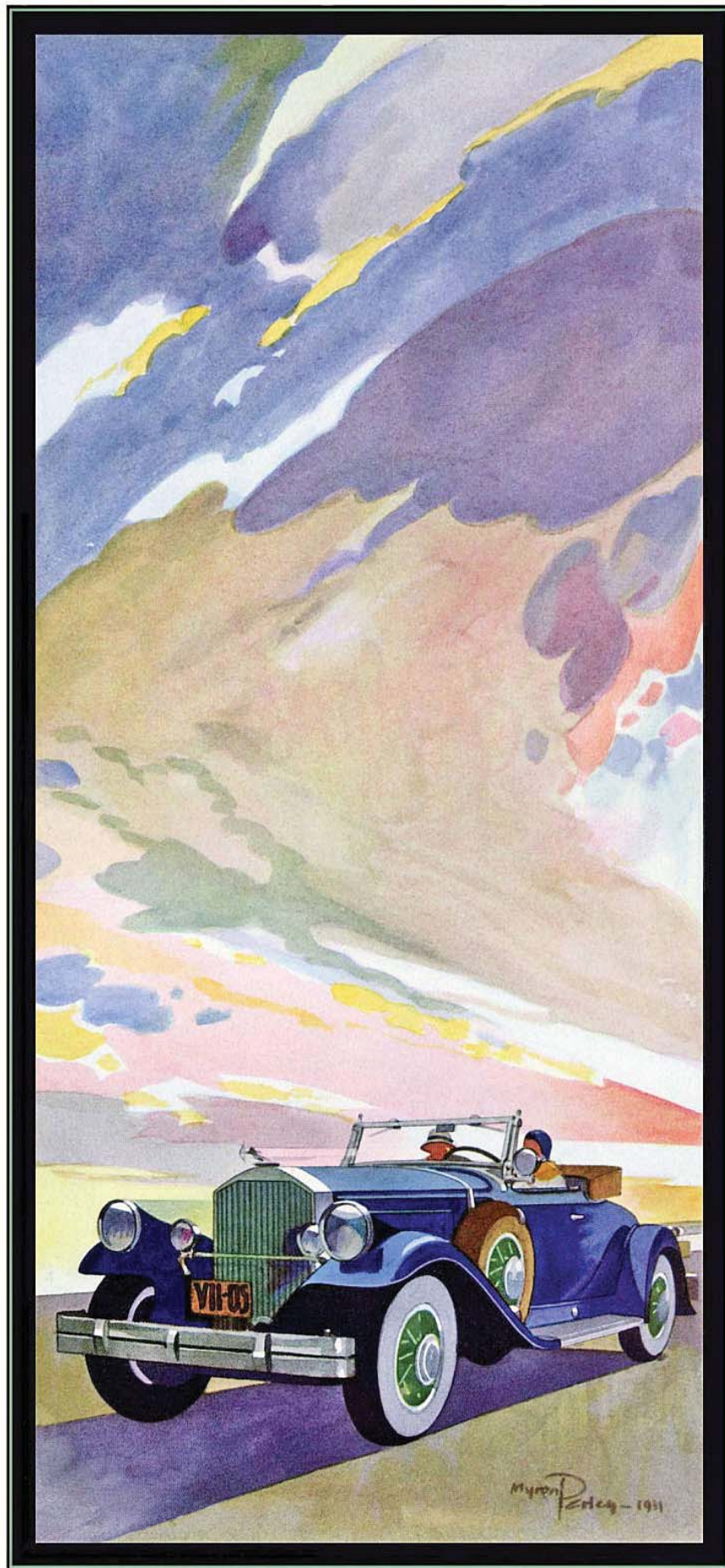
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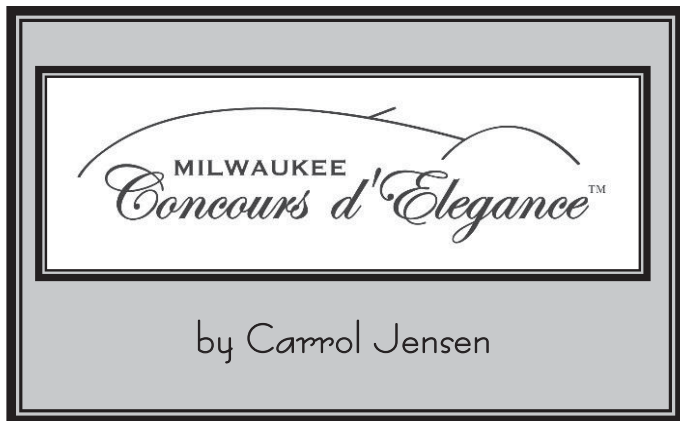
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The Sunday of the Milwaukee Concours d'Elegance starts early for me and many others who volunteer in hosting this wonderful event. We were at the field at 5:00 AM setting up the individual registration lines and entry points for the 400+ cars that would be parked between 7:00 AM and 9:00 AM in either the Concours d'Elegance field or the Show & Glow Paddock.



George Beyer resting on the running board of his 1928 Packard Custom 8

Folks who have previously attended the event would notice a change in the field this year that took us closer to Lake Michigan and bordering the walking path on two sides. Last fall there was a tremendous amount of damage done to the regular field resulting in deep ruts and grooves that had yet to be repaired due to spring rain, hence we move from our traditional spot to a smaller area farther east. It was quaint (three acres smaller than last year), the cars and people were closer together and many seemed to enjoy the new venue, except for the car parkers trying to navigate those last cars into place.

Dennis Gage of "My Classic Car" fame was on site filming a spring 2020 episode of his show and couldn't say enough about the wonderful venue, the people and the cars. He selected a 1966 Marcos 1500GT_(nc) for the *My Classic Car* award.



Warren & Rosemarie Jensen in their 1940 Cadillac 60 Special receiving the trophy for Most Elegant Pre-War Closed

Many Wisconsin Region CCCA members were in attendance showing their Full Classics®; Warren and Rosemarie Jensen bought their 1940 Cadillac 60 Special which won the *Most Elegant Pre-War Closed*, Jim Nicholson had his original 1929 Packard 640 Sport Phaeton there for all to enjoy and won *Most Elegant Pre-War Open*, Paul and Jan Grant drove their 1937 Packard and Carl and I had a last minute substitution and put our 1930 Stutz on exhibit. Packard continued to be a well represented marque as George and Laurie Beyer entered the event in their 1928 Packard Custom 8.



Jim Nicholson won the award for Most Elegant Pre-War Open with his original 1929 Packard 640 Sport Phaeton



*1923 Kissel "Goldbug" Speedster
is a featured car at the
Wisconsin Automotive Museum in Hartford*

Non-classics were also displayed by WIRCCCA members and included Ron De Woskin with his 1956 Packard Caribbean Coupe which won *Most Elegant Post War Closed* and Ted Zamjahn and his 1959 Deutsch Bonnet Formula Junior won an *Award of Excellence* in the Single Seat Race Car Class. Wisconsin Region member and past Indiana Regional Director, Cliff Vogelsang, has become an annual fixture at our event and we never get to spend enough time with him when he drives up for the weekend!

This event cannot work without the mass number of volunteers that we recruit, and every year kudos go to our members of who continue to support and volunteer for this event. Special thanks to the Wisconsin Regional Director, John Boswell, along with his wife, Bunni, who bring their motor home down each year to work and provide an extra layer of security and comfort to all of us involved. Paul Grant has taken over leadership of the Concours car parkers and received huge support from Brandon Butler (who also provides great help in solicitation of cars for the event with his large black book!), his dad, Bruce Butler, and Andy Bogusz. Jan Grant provided support to the Class Hosts on the Concours d'Elegance field and exhibitors enjoy the special touch and access to

information offered. Bill and Maria Tess continued to oversee the Merchandise Committee and this year we had the added attraction of a merchandise cart manned by my sister, MaryPat Christensen.

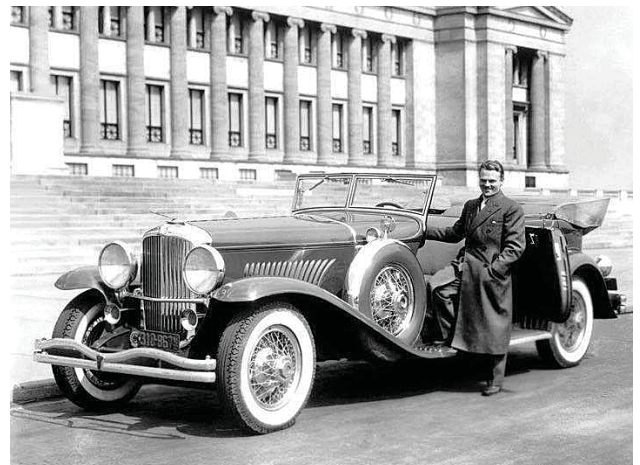
The weather was a bit softer this year with a high in the low 80's and a light breeze. We do our best to provide four shade tents and free water to exhibitors and spectators alike.

This charitable event has raised over \$350,000 since its beginning in 2005 and we enjoyed all who joined us for the 15th Anniversary event.



*The mascot of a 1936 Packard 1401 Convertible Victoria with
a 1936 Lincoln K Touring 7 Passenger in the background*

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THREE-DAY FALL TOUR

by Andy Bogusz

Looking back on the year of 2019 and all the great events that filled the WIRCCCA calendar I came to a profound realization; a realization of an integral theme that is evident in all of our events but seemed most prevalent on our WIRCCCA Fall Tour. While you read this, I hope you will decipher what my enlightenment was. At the end of the article I will reveal my newfound wisdom just so we are all on the same page.



The Stipe Machine Shop in Plymouth was the beginning of our three-day tour

Contrary to our club's typical tour rendezvous point of the Highway 83 McDonald's in Delafield, Wisconsin, a new point was selected. Jim Nicholson, the mastermind behind the three-day driving tour, picked Stipe Machine Shop in Plymouth as the meeting place for the beginning of the tour. The rationale behind this may have been to spice up the usual routine, or maybe it was just because the tour wasn't taking place anywhere near Delafield. Jim planned a full weekend of events for tour participants focused around Sheboygan Falls and Elkhart Lake.

It was a murky afternoon for the start of the tour at Stipe Machine Shop, a small family operated firm that has built a reputation as being the preeminent name in new Ford Model A parts. Nearly 30 WIRCCCA members attended the detailed tour that showcased the full machining process from block



aluminum to finished machined parts that include Model A camshafts, lever shock absorbers, flywheels, block-off plates and more. Besides specific part machining, Stipe also has the ability to create and manufacture any metal product you might want or need. A large CNC plasma cutting machine allows computer designed components to be brought to life. A small social hour con-

cluded the tour for club members to ask questions and peruse at their leisure while snacking on bakery graciously put out by Stipe. Following the tour and our treats members made their way to the Nicholson barn for a cookout and drinks before calling it an early night as Saturday's schedule was chock-full with activities from dawn to dusk.

(Photo above is of a Packard sign at the Nicholson's barn.)



Cookout at the Nicholson's barn

Continued on page 12



Tour cars outside Throttlestop in Elkhart Lake



*Bruce (pictured here)
& Brandon Butler drove
Jim Nicholson's 1929 Packard*

Sunlight broke with only a few clouds in the sky, but there was no rain imminent for the day. Many tour participants were already gathered in the hotel lobby; they were up before the rooster's crow to fill up on a hearty breakfast in preparation for a full day of driving. At quarter to nine in the morning, the cars began to queue up before departing for our first leg to Throttlestop in Elkhart Lake. Leading the tour was Bruce and Brandon Butler driving Jim Nicholson's 1929 Packard Sport Phaeton. A great showing of Full Classics® attended the tour, including Jan and Paul Grant in Big Blue, Jan's 1937 Packard Rumble Seat Coupe, a 1930 Franklin Sedan piloted by John and Bunni Boswell, a 1930 Buick owned by Mark Zimmer and a 1937 Packard 8 Victoria driven by Paul Kammann. The other non-classics on the tour followed behind as

we snaked through back roads passing by vintage barns, beautiful landscapes and the world headquarters of Johnsonville Brats!



*Non-classics at
Throttlestop
in Elkhart Lake*

Arriving at the Throttlestop, a boutique car dealership specializing in vintage and modern collectibles from all markets, our tour group was greeted

by co-founder and owner, Tom Kostrivas. Tom opened the doors to the whole facility letting us browse through the incredible inventory, engine display room and premier motorcycle museum. The motorcycle museum that Tom and his partner have curated sets the new world standard. On display are legendary bikes from all around the globe, bikes that are cemented in history for their racing pedigree, technological contributions and styling advancements. Spending time at Throttle-stop filled a motorhead's appetite but left the stomach hungry. Next stop was the Sheboygan Yacht Club for lunch and conversation.



Mary Grundmann talking to Melanie Kammann who is seated in Paul and her Packard Victoria Coupe



Beautiful Auburn from Jim Nicholson's collection

Lunch at the Yacht Club was superb and driving there was a blast. So far, it was smooth sailing through Saturday, until the 1929 Packard ran out of gas. Somewhere in Sheboygan, enroute to tour Jim's car collection, the whole tour was brought to a halt by the marooned Packard. Quick thinking



Photos above and below are from Christopher Gardens (referenced on next page)



and good timing saved the day as a resource expedition set off to a service station a few miles back down the road. A gallon of fuel was secured and rushed back to the Packard before too much time was lost. With gas back in the tank, haste was made to Jim's collection. The tour arrived slightly off schedule, but morale was high. With two more activities planned on Saturday, the pace picked up a bit. Jim lead the tour-goers through his extensive collection stopping briefly to tell stories about specific cars and how he came to acquire them.

Continued on page 14



Bunni Boswell looking at the amazing collection of motorcycles at Throttlestop (referenced on previous pages)

Wrapping up the Saturday festivities was a tour of 3 Sheeps Brewery and dinner on our own. Members broke off to explore downtown Sheboygan where they picked local eateries to dine at offering a variety of cultural faire. A handful of members went to Parker John's BBQ and Pizza on the Sheboygan riverfront.



L-29 Cord at Jim Nicholson's collection

Sunday's tour schedule was more laidback than Saturday's. A late start to the day allowed tour participants to sleep in, grab a small breakfast at the hotel, then join the group for a cruise over to the Howard's Grove Memorial Park Shelter for brunch. The penultimate event for this three-day

driving extravaganza was exclusive access to the private Christopher Gardens. North of Sheboygan, the Christopher Gardens comprise more than 500 acres of coastline along Lake Michigan. Originally started as a hobby farm, the owner soon expanded to having multiple different themed gardens, private railway, vineyard and honeybee farm. Sunday's gray sky and misty rain offered a different aesthetic than perfect sunshine but still captured the tranquil aura of the gardens.



Cool Mobil sign at Jim Nicholson's collection

The tour came to a close at Rupp's Supper Club in Cleveland. At peak participation, the three-day tour had 32 members in attendance. A well planned weekend with good driving, good friends and, most importantly, good food. I'm hoping by now you have figured out what my realization was before writing this article, it is that we, as the WIRCCCA, are an eating club with a driving problem! Almost every car related activity over the weekend was punctuated with a food break and occasionally two food stops in a row! Our events almost always rendezvous at a McDonald's where there's food and coffee and in the driving off season, we meet for food. There's nothing wrong with this, however. Sharing a meal with someone's company is the ultimate sign of friendship and that's why we are all members of the WIRCCCA, to make new friends with people who have similar interests.



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TECHNICAL POINTS OF JUDGING FULL CLASSICS®

by Jim Nicholson

The purpose of this article is twofold: the Wisconsin Region of the CCCA is sponsoring our first Grand Classic® since 2006 next August in conjunction with the Milwaukee Concours d'Elegance and we will need to train new judges. Secondly, this article is about some of the points that judges check when evaluating our cars. If you want to be a judge, please let me or someone on the Board know. Also, please think about bringing your Full Classic® to the event.

All of the details I will present come from the Classic Car Club of America Judging Manual which can be read on the CCCA website. There is always an area Head Judge for the event. The judges are of four levels, Judge in Training, Judge, Accredited Judge and Master Judge.

Any CCCA member can be on a judging team except the Regional Director of the host Region, sorry John. We plan to run several training sessions this winter and spring for judges. Judging is done in teams with a team leader. Judging forms are standardized and specific in points assigned.

Authenticity:

Any deductions for authenticity must be written on the judging form and discussed with the team leader. The team leader will then discuss the issue with the exhibitor. The judge will then decide if it is a deduction. The team leader then initials the deduction indicating the issue was discussed appropriately. All decisions must be based on sure knowledge and if in doubt full credit is given the exhibitor. The team leader may discuss these issues with the Area or Assistant Area Head Judge.

Mandatory Disqualifications:

No fire extinguisher. Non-safety glass in windows. Non-authentic brakes, engine, transmission or body.

Mandatory Deductions:

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Other Deductions:

Leaking from the cooling system, exhaust leaks, oil leaks, gas leaks, radial or truck tires, use of Phillips head screws on pre-1936 vehicles and some later Classics. The CCA does not deduct for using chrome in place of the original nickel plating.

This is just a brief introduction to what is looked at by judges. I have specifically not talked about deductions for the condition/appearance of any items which is a large part of judging. One other interesting note is that the high and low scores of a four man team are thrown out to make the scoring more statistically significant.

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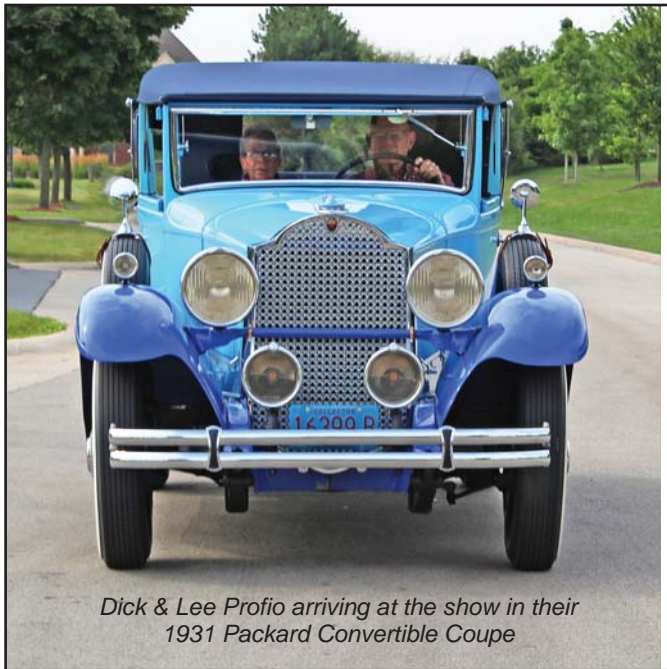
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CAFFEINE, BBQ & AMAZING MACHINES

by Maria Tess

There have been major changes to WIRCCCA member Paul Westphal's financial business affiliation but we were thrilled when he and his team at RBC Wealth Management were determined to continue their annual car classic. An event like this takes a great deal of time, money and effort. Our club is very appreciative of all that dedication.



Dick & Lee Profio arriving at the show in their 1931 Packard Convertible Coupe

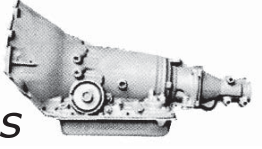

We were blessed with an absolutely beautiful day. With a new location, right on Port Washington Road in Mequon, the car show was much more visible to the general public. Paul was strategic in placing three Full Classics® directly along the road. There were five Classics at the show which included Paul Westphal's recently acquired 1936 Auburn 852SC Convertible Coupe; Jan Grant's 1937 Packard, Super, 1501, Rumble Seat Coupe; Carl and Carrol Jensen's 1930 Stutz, 8, M, Speedster, Le Baron; Warren and Rosemarie's 1940 Cadillac, 8, 60S, Sedan; and Dick and Lee Profio's 1931 Packard, 8, 833, Convertible Coupe.



Wisconsin Regional Director, John Boswell, with the 'Club in a Box' display

A total of fourteen members were in attendance, most showing a variety of collectible cars. There was a total of 40 cars on display. John Boswell brought the CCCA "Club in a Box" information and set up a table with our banner and brochures.

Paul and his team graciously provided all attendees with coffee and breakfast treats upon arrival and then around 11:30 AM, he hosted a fabulous



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Full Classics® along the road attracted visitors to the car show

luncheon served by a veteran owned and operated food truck named Smoked Two-Twenty Five. The lunch consisted of a delicious selection of chicken, ribs and tri-tip along with sides of cole-slaw and/or macaroni & cheese and cornbread. A choice of beverages was provided.

Right before the event ended, John Haydon invited members to go over to his nearby car condo. It was a very nice gesture that was much enjoyed.

A huge round of applause to Paul Westphal and his team for staging such a successful event. A great time was had by all! Make sure you plan to come next year.



Our host, Paul Westphal, and his 'new' 1936 Auburn Convertible Coupe



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SOME THOUGHTS ON RESTORATION

by Thomas Edfors

Alas, this is most likely my last article for *The Hub Cap*. I wish it weren't so, but things have changed. I had also hoped to have written more over the years as Assistant Editor, but life got in the way.

To me, being in the old car hobby is an adventure into the past. I am more an historian rather than a collector in all my transportation interests of antique cars, bicycles, aircraft, and steam trains. Owning and collecting vintage cars is not about simply buying, displaying at shows and/or collecting trophies (which years from now will most likely be thrown away by someone because, let's face it, they only really mean something to the recipient). I have boxes of awards in the attic that I won when I was young and first interested in old cars in the late 1960's and early 70's that will be tossed someday. I received them for cars I was actively involved in the car's restoration, but more a way to look into the past, examine it and, if you tour (the main thing to do with these cars in my opinion), experience, as much as possible, what it was like back then (whatever 'then' your car came from) to be on the road. True, we have paved roads now and we drive on four and six ply tires but some of the past driving experience can come through, especially on country roads, if you know how to embrace it.

This is not a how to article. Some advice I found over the years is to take as many photos as possible, label each and every part as it is removed, store them in an orderly and logical manner, and then take more photos. Always remember every time you take a part off for restoration, you will have to put it all back together again in the right spot. Also, try not to have leftover parts!

What is important to me is that doing restoration work yourself, as much as your individual skills allow, gives you a door into the way the cars were constructed and you can often feel the presence of the men (and most were men in the early factories) who touched the part 80, 90 and even 100 plus years ago; forming it and putting it in place. I often think that we, as car enthusiasts, forget that human beings designed our cars, financed the facilities to build them, made the patterns for the

parts, cast the parts (a very interesting process which I experienced in a 100 year old shop still casting as was done when our cars were built), assembled the cars, tested them and finally sold them. All levels required human participation, human minds and human hands. Our cars are not just empty artifacts but testaments to the people who made them with stories of their own if you can find them.



My 1911 IHC J-30(nc) when I purchased it as a true 'barn find' and currently under restoration

During restoration the work of human hands can often easily be seen. This applies to cars of all eras and quality from Model T Fords(nc's), Mid-teens Locomobiles and even twenties and later Rolls-Royces (I know I've seen it on a 1930 20/25 I was once restoring). But it is very evident on the car I am currently restoring, a non-classic 1911 IHC J-30. The cast and hammer marks can clearly be seen on the front axle (I have cringed to see a very rare two lever 1909 Model T(nc) with a highly polished front axle where all casting and hammer marks were ground smooth in order to win a coveted trophy), the spring hangers, fender braces and other cast items. This shows the very human involvement in the car's creation. I can imagine and, I'll say it again, feel the presence of the men in Ohio who built this car. Spirits remain, as was once famously said by Civil War General Joshua Lawrence Chamberlain (a great man-look him up).

Cars of the providence of Rolls-Royce show human touches also. Joyce's Twenty has original paint on the body and in the right light, one can see the remains of the brush strokes by some individual in Derby, England, who applied the paint back in 1923. And the rear fenders, if one looks closely, are not an exact match. A slightly different 'touch' by one panel beater or perhaps two panel beaters worked on the car.

I can go on with specific examples, but I think you get my drift. We should not forget the people who, in one capacity or another, worked to produce the fine motor cars that, after all these years, we love. We owe it to them to remember them.



1910 IHC J-30(nc) so the 1911 gets put back together right!

A quick aside, my late friend and excellent early car restorer, David Hentschel, after using a two by four to 'refit' a slightly deformed hood on my 1910 IHC J-30(nc), and seeing the expression on my face as he did so, later showed me a photo from inside the Locomobile factory (Dave loved Locomobiles). Along the wall where the cars were being constructed were mallets and hammers of all sizes and apparently of many weights and made of many materials along with blocks of wood also of all shapes and sizes. Dave informed me that they were to 'make parts fit'. Human touches indeed!

You may wonder why I have two IHC J-30's(nc's) out of seven or eight that are known to exist (there could be more)? Well, during the 35mm film days I violated my 'take as many photos as you can' rule. The 1911 was already totally apart so I just *had* to get the 1910 so I can get the 1911 back together correctly! Live and learn.

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I FINALLY DID IT!

I GOT A NEW 2-POST LIFT

by Gregg Hotson

After years of procrastination and internet over analysis, I pulled the trigger and purchased a 2-post car lift for my garage. No more crawling around on a cold concrete floor on a creeper, carpet remnant or piece of corrugated cardboard. I'm getting too old for this stuff. My choice of lifts was limited due to the limitations of my garage - it's a typical 2 ½ car garage with a 9 foot ceiling. Its ceiling is too low for any lift to raise a car to a height where I could stand underneath it, but it would be sufficient if the lift could elevate a car to a height where I could work under it while seated. I also want the lift to have as little obstruction to the underside of the car as possible. Another requirement would have to be that the lift must be movable when not in use.

Part of the problem is that there are multiple types of lifts that might work for my situation; 2-post, 4-post or perhaps a scissors-type. Then there are the various brands, almost all made in China, though some of the brands have models where certain components are American made. To my knowledge, the only brand that is completely American made is Mohawk. Some brands are better built or designed than others, and many of them are the same lift made by the same manufacturer and only the brand name is different.

In the end, there were only two lifts that met my requirements. The Danmar MaxJax M-6 and the Universalift 2, also marketed as the Triumph or Chrome C-2000. They are both 2-post lifts with general similarities in concept but are completely different, both manufactured in China. They each use a hydraulic pump mounted on wheels with a splitter with two quick disconnect fittings that are connected to the hydraulic hoses from the columns which are anchored to the floor by removable bolts. The splitter assures that both columns are lifting equally, there are no internal equalizing cables as with most of the other lifts.

I decided on the Triumph lift which cost about \$400 more than the MaxJax (see photo). Without seeing

each of them personally or seeing the design drawings it was tough to make a decision. The deciding factor was the rated lift capacity of 6000 lbs for the MaxJax and 7000 lbs for the Triumph. I would have gladly paid more for a lift that was rated at 10,000 lbs if there were one available.



The lift arrived without a scratch. The design and fabrication quality were decent. The lift assembled fairly easily. The major components are rather heavy so an additional pair of hands may be required. I used my engine hoist to position some of the parts. The assembly instructions definitely could be better! Be sure to grease the inside of the column track as well as the inside of the lifting arms so things slide properly. You will have to experiment and move the columns around to determine the most effective placement for your vehicles. In my case, in order to have enough room for the second car, I had to place the columns closer together than I would have liked with not a lot of room to open the car doors. Make sure that the columns don't interfere with the overhead door or door tracks!

Because the pump draws quite a bit of current, it would be a good idea to have an electrician install a dedicated circuit. The hardest part for me was installing the floor anchors. My lift vendor didn't offer installation but it is well worth paying for a

professional installation! The provided DeWalt anchors had internal threads so you could unbolt the columns and have a flush floor. I was very concerned that my concrete slab would be inadequate to support the load of the lift and vehicle. I considered cutting out a portion of the floor and pouring a new base with reinforcing steel, but the specs on the anchors allayed some of my concerns. There was, however, a problem with the size of the anchors. The anchors were for 1" bolts and the holes in the column base were also 1" so I would have to drill all 12 anchors absolutely perfectly on center for this to work. I decided to buy anchors for 7/8" bolts to give myself some wiggle room. You'll probably need to rent a hammer drill and bit for holes this diameter. I injected epoxy anchoring cement into the holes for extra measure.

The moment of truth. After raising and lowering the arms a few times to bleed the air from the system and assure that nothing was sticking or leaking hydraulic fluid, I put one of the cars aboard. Everything worked fine, but you will need to fiddle with different lengths of spacers under the lifting pads to assure that the car is level before lifting. The

length of the arms also need to be adjusted so that the weight is equalized. I was still uneasy that the anchoring into my slab was sufficient. I have a very sensitive magnetic level that I attached to a column. Raising a car, I watch the level to see if the column is deflecting under load. No deflection, whew! As a precaution, I drained the hydraulic fluid early on to assure that no machining debris was circulating. In the future, to keep the hydraulic lines out of the way and to save some floor space, I may mount the pump to the garage wall and have one longer hydraulic hose made and secure it to the wall and ceiling down to the opposite column.

It definitely is a luxury to be able to work under a car in a more safe and dignified manner. I scoot around underside sitting on a rolling stool with a hydraulic height adjusting lever, similar to what a doctor uses. When I don't need the lift, I unbolt the columns and "walk" them to the wall. I've had this lift only about nine months, so it is a bit premature to make a judgment, but so far, I am pleased. It's one of those decisions that you put off making and immediately afterward you slap your forehead and say to yourself: "Why didn't I do this years ago?"

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