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FEATURED IN THIS ISSUE

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As always, I appeal to you for contributions. Please consider writing an article.



The Hub Cap is published quarterly by the Wisconsin Region of the Classic Car Club of America. It is not possible without the help of our members. Please send your articles, photos, car histories, ideas, or reminiscences about the club. You do not have to be a good writer, I will edit. You may contribute to the magazine by mail, W3117 County Road PP, Sheboygan Falls, WI 53085 or email ives1sg@charter.net, phone 920-946-2654.

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FRONT COVER

1932 Bucacialli body by Saoutchik

BACK COVER

1938 Graham, body by
Saoutchik

PRESIDENT'S MESSAGE



As 2020 “the year of the Coronavirus” winds down, I am once again grateful for the support I have received from our members, especially to those of you who were able to come out and attend club events-limited as they were. The Board is working on putting together several great events for 2021 with high hopes that with the release of vaccines, we will be allowed to set up a full schedule of events for the upcoming year.

At the annual meeting held on November 7, we got off to a good start on the 2021 calendar. Scott Spoerl offered to host the Spring Drive (date yet to be determined), Jim Nicholson volunteered to host the Summer Picnic at his new building in Gibbsville, and the Jensens will once again step up to coordinate the Annual Meeting. If luck is with us, we may be able to hold our annual Valentine's Day Brunch. I am looking into options for the brunch. Your board will be meeting the first Thursday in February, April, June, August, and October this year. Meetings will be held at Summit Credit Union, space permitting, or at my building in South Milwaukee.

As I'm composing this first column for 2021, there are approximately 11 hours left in 2020. Reflecting back over the past year, there are several club and personal highlights that come to mind. We were fortunate to be able to visit with friends at the Valentine's Day brunch, summer picnic, and the annual meeting. February 1 was memorable for me, as that was my first day of retirement. A road trip planned to the southwestern states one month later wasn't as memorable as it was drastically



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shortened due to the pandemic that we are still dealing with. On a personal, high note, I did have the pleasure of driving my *own* classic car to the club's summer picnic. While I have owned several classic cars over the past 20 years, Eldon (our 1929 Packard) is the first to be road worthy enough to hit the “club circuit.” He actually had seven gigs this year! It's definitely fun to have a car of my own up and running. The remainder of my year ended much like many of yours probably do most evenings-staying at home and watching TV. Were you awake to a raise a glass and welcome the new year?

If you're counting, this is my third year as your managing director. This means that by November I need to find the next director to take my place and lead the group. Bruce, Don, and Jim are up this year for new terms. Don had informed the board that 2021 will be his last year on the board. We need to find a qualified candidate to replace him. If anyone wants to join this great team of individuals, please let one of your board members know. Being on this board doesn't take a lot of time and is quite fun. It's a three year commitment with a minimum commitment of 20 hours each year.

I would like to make 2021 the year that our club makes a effort to introduce the joy of classic cars to the youth of Wisconsin. At our February board meeting, I hope we can discuss opportunities to make this happen. If you have any thoughts, please forward them to me, or better yet, present them in person.

May 2021 bring piece, joy, and many more opportunities to get out and enjoy family and friends.



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CERULEAN AVIATOR PART 4

By Andy Bogusz

"What on God's earth was that?!" shouted Wilton as he departed the Isotta.

The three friends pulled over onto the side of the road, about a half mile up from the corner where the mysterious racer passed them using the oncoming lane.

"That man has nerves of steel!" Wilton exclaimed as he wandered over to a row of trees near the edge of the forest to take care of some business.

"That's not the only thing on him made of steel!" Carter chuckled.

Carter and Buddy walked around to the rear end of the Isotta, leaned up against the spare tires and began analyzing what just happened.

"I didn't even see this guy come up behind us" said Buddy, "I had my focus set on Wilton's girl problems and all of a sudden Wilton was shouting that someone was coming up behind us, and quickly!"

"Mhm mhm, and then what?" Carter responded, nodding along to Buddy's story.

"Well, I could hear him before I even saw him, Carter! I don't know what kind of car that was, but it surely wasn't stock. Those pipes coming out of the hood weren't connected to an exhaust! They just joined together into two pipes and ended before the passenger's door!"

Gravel crunched behind the boys as Wilton strolled back from the woods. "Did you guys notice that the car didn't have any fenders or running boards on it?"

Carter shook his head in agreement, "Yes! I did see that actually!"



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"Must be some kind of custom job, I've never seen an open wheeled car out on the roads before, at least not in New York" said Wilton.

"Yeah, there was something very, very different about that car, but enough about the machine" said Buddy with gusto, "did you see when he first braked for that turn?!"

"Incredible!" bellowed Carter, reliving the astonishment he had when the mystery car swept in front of him just minutes before.

Carter continued, "I thought for sure he was going to collide with my front end, we must have been within inches of each other!"

"I was afraid for you!" exclaimed Buddy in a tense tone.

The three boys quickly rushed over to the front end of the Packard and began motioning where the mystery car was in relation.

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With a big swoop of the arms, Carter paced from the side of the Packard acting out what he saw, "He came right through here and tucked his back-end right in front of me. I was lucky to be braking already or I would have bumped him for sure!"

Buddy stuck both his hands out and pretended to grip an imaginary steering wheel. He squatted down a little bit as he was walking for extra effect. "I just don't know how he knew when to downshift and brake!" Buddy took his right hand off the imaginary wheel and downshifted on the stick, making noises to go along with it"

"Boom, brrrrrrrr, boom, brrrrrrrr" Buddy voiced out loud, "He must have dropped three gears in the span of just a few seconds, and while braking too!"

Carter and Wilton watched Buddy walk along the road, shifting gears in his imaginary blue machine. Some tree branches rustled in the woods not too far away and two deer came galloping out and across to the other side of the forest.

"Simply amazing" Wilton proclaimed once more as Buddy rejoined them; the three staring up the road in wonderment.

"I hope I can drive like that one day" Carter said leaving a quick pause before following with, "Well, should we keep rolling? I think we should make a fuel stop at the next station; we've still got a couple hours before we hit Niagara!"

Buddy and Wilton both offered up grunts of agreeance and the trio hopped back into the cars.

"Wilton, I'm going to ride with Carter until the gas stop," proclaimed Buddy.

"Sounds good to me!" Followed up Wilton as he cranked the Isotta to life. "You'll have to catch me though!"

And Wilton peeled out from his shaded spot under the trees accelerating northbound up the byway.

Carter and Buddy laughed and set out after him.

"Nice of you to join me for once" Carter said with a little sass.

Buddy laughed, "put a cork in it mate!"

Carter echoed back a laugh and took his left hand off the steering wheel to rest it on the Packard's door.

"So, Carter, Wilton was just telling me that him and Jenni aren't actually an item yet! What's that all about?"

Carter let out an exasperated sigh, "I know! Kara and I talk about this all the time! To be frank, I think both of them are too hesitant to make the first move!"

"Both!?" barked Buddy, throwing his hands upward in confusion.

"Yeah, I swear that has to be it. I know Kara and I keep inviting the two of them on double dates, but it's because neither one has said anything to each other yet! They're just too chicken."

Buddy shook his head, "sounds like these two are perfect for each other!"

Carter nodded in agreement. "Kara and I need to figure out a way to force these two on a private date. Maybe we make plans and then say we can't make it at the last second!"

"That's too cliché, Carter. What about meeting them somewhere for a double date and then ditching them!"

"Buddy!" Carter said taking his eyes off the road completely and turning to the passenger seat, "that's harsh!"

"But it'd work." Buddy shot back raising his eyebrows.

"Yeah, it probably would. Okay, Kara and I need to talk when we get back." Responded Carter.

"How is Kara doing?"

"Great! She's been making good strides recently. She submitted a few of her clothing designs to a new fashion house and apparently they love a few!"

"A new fashion house? I thought she was with someone already?" Buddy said inquisitively.

"Well, she was with that place down on 36th St, but I don't remember the name of that joint anymore. I should though for how much she complained about it!"

"She get fired?"

"Heavens no!" Bellowed Carter. "She left that place! They kept giving her more and more assignments, kept promising her they would look at her designs, but they never did! She's been approaching other fashion houses the past few weeks with her designs and has been getting really good feedback. Sounds like there are a few interested in hiring her to be an in-house designer and buying her ideas!"

"That's excellent news!" Buddy said reaching over to give Carter a high five. "I haven't asked yet, but my dad is interested in getting some new uniforms for the mechanics at the dealership, do you think Kara would be able to design something cool?"

"Totally! You'll just have to tell her what colors you want to incorporate and if you have any ideas already. When we get back to the City, let's go get dinner and talk it out."

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"Sounds like a plan! Alright, let me check this map and see where we're at." Said Buddy pulling out a folded paper from the bag between his legs.

Carter put both hands back on the wheel and set his sights on the Isotta's tail. The two cars danced along the byway, swaying back and forth with each bend, the engines the melodic soundtrack to their groove. Through the trees they went, stepping left then stepping right. Every so often cresting a hill and flying downwards sending their stomachs flying into their chest's.

"According to the map I got here, we should be coming up on Erieville soon" Buddy said to Carter peering from around the large paper map, "we need to pass Wilton so he knows follow us at the left turn a little further ahead."

A smirk spread across Carter's face and his eyes shot over to Buddy.

"Oh no no!" Buddy roared. "I know what that mind of yours is thinking. We are not passing Wilton like that maniac in the blue rocket! This car needs to arrive to Niagara in one piece or my dad will kill me!"

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Carter cackled and began to straddle both lanes. He looked over at Buddy and nodded to the road ahead, a sweeping turn was approaching in the distance.

"I said no, Carter! We are not passing Wilton in the oncoming lane! What if another car is coming at us or some deer?" Stammered Buddy.

"We've only passed four cars today. There's no one on the roads up here in the boonies." Carter responded, the Packard drifting in and out of the oncoming lane.

"I swear Carter, you better not!"

Carter's right foot applied a little more pressure to the gas pedal, the Packard responded well to the subtle persuasion. The speed picked up and he eclipsed the rear bumper of the Isotta.

Buddy gripped the door panel, his knuckles white. Just as the Isotta and the Packard were about to enter the turn, Carter let up off the accelerator and filed in behind Wilton. They rounded the bend; Carter honked his horn twice and waved to Wilton to let them pass.

The Isotta slowed down and the Packard came around, "Buddy! You look like you just saw a ghost!" Yelled Wilton from the Isotta laughing. Buddy just rolled his eyes.

"We've got a left turn coming up soon in about half a mile, Wilton. Follow me!" Advised Carter and he maneuvered the Packard in front.

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The do's and don'ts of locating your parts on eBay

By Brandon Butler

Full classics are unlike Model A Fords or MG's. Finding parts is a hunt, and sometimes people say it's like "finding the needle in the haystack." Whenever I hear that statement "needle in a haystack" when it comes to car parts I say grab a magnet! The internet is the 24 hours, 7 days a week, 365 days a year Hershey! However, without the right tools it can seem hard to navigate and even harder to sort through the junk. Knowing your websites and the opportunities they offer is important when buying parts. Also, the terms sellers use is important to know. I will also share one eBay secret with you at the end of the article which many people do not know about.

When searching on eBay it's important to be as generic as possible; but with search engines like Google, you want to be as specific as possible to find the best answer to your question. Not everyone on eBay is as smart or knowledgeable as you are about your car, and if you get too specific eBay might say "no results found." For example, if you would like to find a 1936 Auburn 852 water pump do not type in the model number or year. Simply type in Auburn water pump. You will have to go through other models; however, someone might have listed it generically if they didn't know the model or the year. As a seller on eBay, listing an item generically reduces your risk of having mislabeled a part. Mislabeled a part can result in a return which comes out of the seller's pocket.

When looking through your search results, you will see lots of junk not related to vintage cars or maybe even cars in general. It is extremely simple to get rid of all this junk and get to the goods. Go to the side of the screen in "filters" and go to condition and click "used" this will only give you used items and no new items. Your results may go from over 100 to 10 and save you time scrolling through items that do not apply.

Categories are a huge part of eBay when doing searches. The first place to look for car parts is the "eBay motors" category; however, that should not be the end of it. Check the category labeled "Collectibles." In this category you will find some gold for your car such as advertisements, brochures and even some parts. Car badges, emblems and hood ornaments are also things commonly found under this category.

To make sure you are up to date on the most recent items posted use the "Save this search" feature. This is the key to making your life easier. After you are done with your initial search you may not find what you wanted, and maybe you only want to see recently listed items so you can check in every day. This is where the saved search feature comes in handy. When you save your search you only see newly listed items and you can set notifications on your phone to alert you daily on how many new listings have been posted. It is important to check in the morning and at night as this increases your chances of finding items. Most of the eBayers are

moonlight businesses; this means they only operate after they get home from work as spare income. Your likelihood of finding something newly listed is greater at night and during the early morning.

In addition to searches there is another important tool called eBay Global Shipping. Make sure you have this on! This feature enables you to view items listed outside the United States. There are a lot of vintage cars in Canada, and I have sold to a lot of Canadians before. I even located Paul Grant's 1932 Packard hubcaps in Canada. This feature broadens your search significantly and is a must have tool to use on your quest for parts.

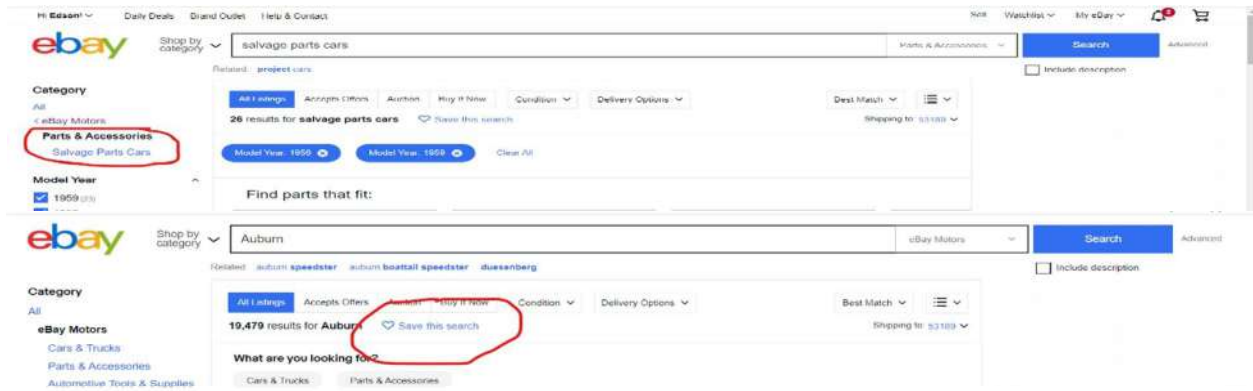
When you finally have found that perfect item be sure to thoroughly check the description. There is no need to worry about getting scammed because eBay always sides with the buyer. So, if you wanted to return an item you can; however, you will have to pay for shipping back to the seller. To save you this hassle look in the description for things like "has not been tested." If you see something like this, assume the item is broken and will need to be fixed. This is a key sentence to look for because it places responsibility on the buyer to figure out the condition.

One thing a lot of people are worried about is scams. For car people I don't think anyone should worry about it unless you're buying an item that claims to be rebuilt. When buying a small item that claims to be rebuilt on eBay you buy with risk. For used parts, the risk is low since you can get a full return on the item if it is not to your liking. Other items like watches, shoes and expensive clothing are much riskier.

One last tip, message the seller and ask if they have any other parts for the model car you have. Some of these sellers specialize in that make of car, and they might be able to sell you more parts. All messages are monitored by eBay, so do not put phone number or email addresses in the messages or it will be rejected. However, a way around this problem is to not use the @ symbol and space out your email address. With phone numbers I have used typed numbers as well as the numbers themselves. These methods will go undetected by eBay leading to contact with the seller.

Finally, the secret of eBay! Something users of the website that have been around twice as long as me don't even know about. This is called the "Salvage Parts Cars" category. This category has parts cars which are barely salvageable. However, some of these "parts cars" are salvageable project cars. For example, I found a one owner, 1926 Franklin Touring car with the original paint under this section. I sent the listing to Jim Nicholson who ended up buying it. I've also seen rare British sports cars come up and even fully restored 50's cars for sale because the seller miscategorized the car. All the cars are for a fraction of market price! So next time you are looking on eBay, take a browse though that section and maybe you will find your next project.

EBay can be a gold mine when used for vintage auto parts. The key is using it correctly and knowing what you are looking for. All these tips could also apply to finding your next car as well. Using these tips, I hope you find some of the holy grail car parts you need for your car.



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SAOUTCHIK THE CREATOR OF ROLLING ART

By Don Birschel

Jacques Saoutchik was born as Iakov Savtchuk in Belarus or the Ukraine in 1880, depending upon who you talk to. Saoutchik arrived in Neuilly-sur-Seine, a suburb of Paris, France in 1898 as a cabinet maker. He came to France with his little brother, and not much else. Being Jewish, he felt he had to get out of the Russian Empire. He changed his name thus escaping the German occupation of France during World War Two.

His first design was placed on the chassis of an Isotta-Fraschini. He soon became known for his superior craftsmanship, and one of the most extravagant, eccentric pioneers in automotive history. He earned the nickname “Voillet-la-Duc” (wa-la the Duke).



Saoutchik in a 1910 auto show.



*Saoutchik the cabinetmaker
In 1904.*

Jacques Saoutchik’s cars became the iconic representation of Parisian chic during his era. He won many awards at the Concours d’Elegance, Paris Salon, and other high society auto shows.

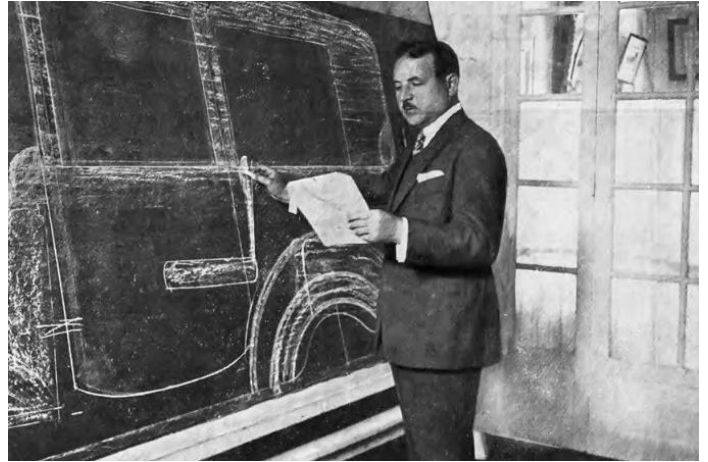
As his designs became more famous so did his clients. They included the King of Norway, the President of Argentina, celebrities, royal families, and even a special car for the Pope.



1935 Hispano-Suiza drop head coupe.

In 1952 Saoutchik turned ownership of the company over to his son Pierre. Custom built autos were no longer the rage among the elite, and in 1955 Saoutchik Carrousserie closed its' doors.

In 1957 Jacques Saoutchik died at the age of 77. The designs he left behind on such cars as Bugatti, Delahaye, Isotta-Fraschini, Hispano-Suiza, Cadillac, Bentley, Talbot-Lago, and Pegasso will keep his memory alive for years to come. Some of those cars now fetch over a million dollars at auction and are the most desired among collectors.



Saoutchik in his design studio in the 1920's



1932 Bucciali TAV 8-32 Berline



1948 Bentley Mark-VI Roadster



1948 Talbot Lago T-6 Gran Sport Coupe



1949 Delahaye 175S Coupe



1948 Cadillac Series-62 Cabriolet



1938 Graham Series-97 Supercharged Cabriolet



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