

BUMPER GUARDIAN

Winter 2020



Featuring the cars of:
Gordon Cochran, Tom Hamilton
& Brad Ipsen

PNR CCCA & Regional Events

Black type events are sponsored by the PNR. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.



At this time, all 2020 PNR Events are on hold due to the Corona Virus. Stay tuned for additional information.

National CCCA Events listed below are subject to change.

2021 CCCA National Events

Annual Meeting

January 6-10. Palm Beach, FL

Grand Classics®

May 12-15. Williamsburg, VA

June 4-6. Hickory Corners, MI

June 13 San Marino, CA

CARavans

May 27 - June 5 Can-AM Tour

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Director's Message

Greetings, Classic Enthusiasts!

I hope that you are doing well in these very, very different times. I never imagined that I'd be composing a third Director's Message which essentially says "We haven't done anything and

we aren't planning to do anything", but that, unfortunately, is the truth of the matter.

I did telephone the folks at Barrett Jackson in Scottsdale, and they are having 'Auction Week', essentially as they held it in the fall. Temperatures will be checked upon entry, masks will be required at all times, there will be Plexiglas shields on the stage and at vendor stations, etc. The aisles between the cars will specify direction of travel, and seating in the bidding area will be restricted and spaced. Let's hope that it's a great success!

Your Board held their Annual Meeting on Wednesday, November 4th. Warren Lubow expressed a willingness to serve a three year term as Manager, and was unanimously elected by the Board. Since the slate was uncontested, the Board voted to forgo the usual election process, a process which National approved in light of the pandemic situation.

We also discussed 2020 finances, and Terry McMichael presented a Treasurer's report for the year. The report showed a net decrease in capital of \$5,800.00 which is not unusual for a year in which a CARavan was not hosted by our Region. We certainly do depend on those CARavans to maintain our financial stability!

Each year National asks us if we are going to increase our dues. We chose to maintain our current rate of \$40.00. A quick calculation suggests that the cost of printing and mailing the Bumper Guardian is approximately \$10.00 - \$12.00 per issue, so Member dues 'almost' cover this cost. 2020 was an exception as there was an extra Caravan-only issue published.

Our Christmas/Holiday party has been cancelled, of course. We will lose the financial benefit of the Silent Auction which Val Dickison and a team of assistants traditionally organizes, yet another reason that your Board will maintain vigilance regarding our still very healthy financial condition.

The holidays are just about upon us, and no doubt they will be.... different! On behalf of your Managers and Officers, I extend to you our sincere wishes for a happy and healthy holiday season. Like all of you, I am sure, I look forward to the day when we can gather once again and enjoy each other's company AND the very special automobiles which serve as our common interest.

Happy Holidays!

Frank

**Pacific Northwest Region
Classic Car Club of America**

*The Bumper Guardian is the official publication of the
Pacific Northwest Region, Classic Car Club of America.
The region was founded in 1963.*

Officers and Appointed Posts:

Frank Daly, Director	425-210-1804
TBD, Secretary	
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Keenon Greenfield, Membership	253-862-2630
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

Board of Managers:

Steve Larimer	2021	206-954-7829
Brian Rohrbach	2021	206-235-0371
Jim Tait	2021	206-948-4215
Al McEwan	2022	206-999-4485
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Kenny Heng	2022	425-443-7546
Marty Elison	2023	425-941-9451
Warren Lubow	2023	425-246-5222
Kim Pierce	2023	425-330-2665

Bumper Guardian Staff:

Advertising	Darrin Wong	425-210-7558
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographers	Michael Bradley	206-225-6491
	Steve Larimer	206-954-7829

Board of Managers' Meetings:

1st Wednesday on
ZOOM
5:00 Social Gathering BYO everything.
Minutes available upon request.

Membership:

Regional membership is available only to
Classic Car Club of America National members.

Advertising Policy/Rates:

The Bumper Guardian will print classified
advertising free of charge to members on a
space available basis. Display advertising rates
are available on a prepaid basis only.

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1938 - 1940

Jack Goffette:

1939-2020

Jack Goffette passed away the first week of September after the onset of heart failure and several serious heart episodes.

Jack came by his love of all things automobile at a very young age. Before he was sixteen, Jack purchased several cars while attending Queen Anne High School. He would scour the newspaper ads for used cars, purchase one at a bargain price and set to work detailing and correcting any problems. He became adept at spending as little money as possible while applying generous amounts of elbow grease. The car would be resold in short order for a tidy profit. The process was repeated many times with the purchase of many special interest and Classics during Jack's life.

After graduation from High School in 1957, Jack joined the Air National Guard. By 1958 he was "in the soup" with the purchase of his first collector car, a 1954 Corvette. In 1961 he joined SCCA and began racing an Austin Mini. He also became an early member of the Soveren Racing Group campaigning a 1963 Corvette. He always had a big smile on his face even when exclaiming: "Well this certainly was a \$5,000 weekend."

Jack's early business career was centered on sales working for several Northwest companies. In the mid 1970s, Jack, and his late former wife Pat, founded a residential and commercial construction company. They eventually stopped building and entered retirement managing their own buildings.

With the passing of time the cars that Jack acquired became more interesting. He eventually became fascinated with Rolls-Royce automobiles. In 1970 he purchased his first Full Classic automobile "Emily" a 1929 Convertible Sedan, 20 HP by H.J. Mullner. Jack sold Emily after it sat many years in the back of his garage surrounded by his growing car collection. After a time Jack regretted this decision and contacted the buyer only to learn the Rolls was now totally disassembled sitting in fifty boxes awaiting restoration. The buyer had lost interest in the project and money quickly changed hands. Emily came home for restoration and to stay for the remainder of Jack's life.

Jack's fondness of Classics grew and over the years he owned over thirty. His favorite Marque was undoubtedly the open Bentley steeped in the racing history he loved.

In the 1970's Jack Joined the Rolls-Royce Owners' Club and soon after the CCCA. He was active in both Clubs but gradually found the PNR to be his automobile home. Over the years he was a very active participant in Club activities and tours. He never hesitated to drive a Classic rain or shine.

The Holiday Party was by far Jack's favorite event. If he met the young child or grandchild of a Club member he would promptly hand out a crisp dollar bill.

Jack was a mentor to many members of our Club. He was a vast warehouse of information and solutions to daunting problems we all face with our cars. While very ill he was still "On Station" two days before his passing providing advice on where to obtain Rolls-Royce exhaust parts.

Jack, the "Man always in black" with his white dog Mark and his big smile, quick wit and warm heart will certainly be missed.

*Submitted by John McGary with assistance from
Roy Magnuson & Dalene Somerville*



PNR-CCCA

Newly Elected
Manager

**Warren
Lubow**

Warren, much like many of us, has a very long history in the Classic Car enthusiast world. Stating at age fourteen Warren began restoring cars, his first was a 1967 Mustang which gave him the affinity for Fords and fostered his interest in muscle cars. He received his Master's Mechanics certification at age seventeen and has been an avid restorer and racer most of his life. Starting with street racing, Warren next entered the drag racing scene in New Mexico in modified Mustangs and then moved on to track racing, campaigning early Mustangs, Corvettes, Camaros in NM, TX, AZ, CA. Finally, after many years of high-powered muscle car racing, he shifted his focus to racing early Porsches.

Throughout his racing years, Warren participated in many car clubs and enthusiast groups and continued to expand his car knowledge. As many of you know, twenty years ago, he formed *Wild About Cars Garage* (he had already restored many classics previous to forming the official company.) Warren continues to restore and sell classic and exotics, as well as daily driver vehicles.

Warren has been in greater Seattle since the early '80s participating on boards for enthusiasts' car clubs including Mustangs, Panteras, hot rods and cruisers. Warren still runs a number of large cars shows in the area such as the Kirkland Downtown Waterfront Car Show and others where he raises funds for local charities including Hopelink. He was also involved for over a decade with LeMay America's Car Museum running the Club Auto Organization at the Kirkland location and assisting with various car shows such as the Concours Events and other activities where he broadened his interest into the early Classics through his activities with our Club.

Warren is looking forward to helping support and grow the PNR-CCCA.

Cadillac

Written by Raymond Loe



Second V-16 Series 1938 - 1940

As promised in our previous BG article featuring first generation Cadillac V-16s, I will now complete my story about the evolution of these magnificent machines. Given the advantage of 20/20 hindsight one could successfully argue that, from an economic standpoint, the V-16 car engine should never have been built. However, for those like-minded readers who think otherwise, I am sure you'll find this story fascinating. For those of you who haven't read, or don't remember reading, the BG Autumn 2016 issue article by Brad Ipsen and myself on this same subject, and for the sake of continuity, I will repeat some of that information in this story.

Despite their refined performance and majestic proportions the first generation Cadillac Twelves and Sixteens were anachronisms in the devastated Depression marketplace and none sold in significant numbers. The peak was 1930-31 when 3,250 Sixteens and 5,725 Twelves were produced. The total volume of Twelves and Sixteens produced dropped by more than 75% for 1932 and continued sharply declining until after seven years less than 14,700 first series cars had been produced of which less than 3,900 were V-16s.

In late 1937 Cadillac stopped producing its first series (1930-37) 45-degree OHV V-16 engine and introduced their second generation, flat head V-16 engine with an unusually wide vee-angle of 135 degrees. This provided a wide but much lower profile engine to better suit the styling tastes of the late 1930s. By this time, car design had evolved to where the engine was much more hidden down in a body now using engine compartment sides that did not open with the hood. Therefore, engine appearance wasn't nearly as important as it had been.

Cadillac was struggling to turn their Division around from its money-losing days of the early to mid-thirties, so

reducing the cost of the first generation Sixteen/Twelve engine was a big goal. During this time the new Cadillac mono-block flat head V-8 had been introduced, quickly becoming a performance and sales success. Using then current knowledge, management wanted a new V-16 to be the evolution of existing Cadillac V-8, V-12 and V-16 engines solidifying Cadillac's place in their customer's minds as the finest car their money could buy.

The results of this V-16 redesign program certainly achieved the Division's desires of reducing production cost. The resulting power plant had a displacement 431 cu. in. and developed 185 hp at 3600 RPM. That was the same hp developed by the last versions of the first generation V-16s at 3800 with almost the same amount of torque. The greatest differences between the old and new engines were in the weight and number of parts. The new V-16 had just under half of the parts (1,627 vs. 3,273), was 250 pounds lighter, six inches shorter, twelve inches lower, four inches wider than the old one and, indeed, was much less costly to produce.

The 431 cubic-inch displacement 1938-40 Cadillac V-16 was one of the last new American auto engine designs prior to World War II. As such it incorporated some of the latest thinking. Nine main bearings provided crankshaft main bearing support between each 135 degree opposing pair of cylinders. The square bore and stroke lowered piston speed and promoted crankshaft rigidity, no small matter for an engine with eight cylinders inline per engine bank. The side valve (flat head) design was no handicap for the time because the era's typical engine speed of 3400 to 3700 rpm provided little opportunity to exploit the high speed breathing offered by overhead valves. Luxury car drivers presumably valued smoothness and silence more than high-speed power.

Despite the use of side valves, the new engine produced as much power as the prior 45 degree V-16 and with much less complexity.

In keeping within their cost effectiveness goals Cadillac designed a completely new car for that new engine. Contrary to previous years, in 1938, Cadillac's largest V-8 and the V-16 used the same body and were mounted on the same chassis. This common body and chassis usage was now only possible because of the compactness of the new V-16 engine.

As to why Cadillac even produced the second generation V-16, their rationale is very difficult to defend. During the developmental period the economy was looking up and to make this commitment there must have been much optimism felt within Cadillac.

In spite of all the work and preparation that went into the new second generation Cadillac V-16s another economic slow-down occurred in 1938 resulting once again in sales that were very disappointing. Just 311 V-16s were sold in 1938, 136 in 1939 and after selling only 61 cars in 1940 the plug was finally pulled on the second series Cadillac V-16 after selling a grand total of 508 cars over the three year production run.

A big deterrent to increased sales was the price. In 1940, a basic Cadillac Sedan with a V-8 engine listed for \$1745, however with a V-16 engine the same car price jumped threefold to \$5140, the equivalent of almost \$100,000 today.

The Cadillac second series V-16 was the end of an era and had the best performance of any production car in the world at the time. One could argue that by offering it, Cadillac helped to solidify the company's reputation as a leader in producing fine motor cars that still claim to be "The Standard of the World."





1938 Cadillac V-16
Tom Hamilton - 4th Owner



Colossal Cadillac - 1938 Cadillac Fleetwood Town Sedan

In 1938, Cadillac built this V-16 Series 90 Fleetwood Town Sedan for a GM executive -- it has never been restored.

Written by Jeff Koch December 2016

Reprint courtesy of Hemmings Classic Car, a publication from Hemmings Motor News



Action," avant-garde artist Pablo Picasso once avowed, "is the foundational key to all success." Though they were contemporaries, we're betting that Picasso never met Colonel Sam McLaughlin. As the scion of a successful Canadian carriage maker, Robert Samuel McLaughlin could easily have lived off the fat of his father's successful McLaughlin Carriage Works; it was, in the last third of the 19th century, one of the largest builders of horse-drawn buggies in the British Empire.

But sensing a sea change, Sam took a chance. He established the McLaughlin Motor Car Company in late 1907, and struck a deal with one Billy Durant to use Buick engines in his endeavor; in 1908, McLaughlin sold more than 150 cars. McLaughlin and Durant soon exchanged half a million dollars' worth of stock in each other's companies. By 1910, McLaughlin was a director of the General Motors Holding Company; by 1919, he was president of General Motors Canada Limited. The McLaughlin-Buick name lived until WWII, McLaughlin himself until 1972, meaning the man outlasted the marque that bore his name by two and a half decades. As all this occurred, McLaughlin managed to run Canada Dry (which his brother created, during WWI), became an honorary colonel in the 34th Ontario Regiment,

became president of the Canadian Pacific Rail Road, remained chairman of the board of GM Canada until his passing, and lived to be 100 years old. Grass did not grow under the man's feet.

One of the perks of being a bigwig at GM was a company car. Why not? They built them. And it's not like someone the stature of Col. Sam McLaughlin was going to settle for something off the shelf. Oh, no. McLaughlin didn't even let stubborn pride insist that he be shuttled to and fro in a car that bore his name. No, he figured Cadillac was the top GM car to own, and a Cadillac would be his chariot of choice. An enclosed Cadillac, of course; it gets cold north of the 49th Parallel. And it would be a Sixteen, naturally; none of this piddling V-8 nonsense.

This is the Cadillac Col. Sam McLaughlin had built. He was keen to take advantage of the extra room in the rear cabin, despite a wheelbase more than a foot shorter than the 1937 model. Of the 12 available Series 90 body styles (two or five-passenger coupe; two-passenger convertible coupe; five-passenger convertible sedan; five- or seven-passenger sedans, Imperial sedans, town sedans or formal sedans), he elected for body style 9039, the Fleetwood five-passenger Town Sedan. With a starting price of \$5,695 (in a day when a Ford started at \$595), it's little wonder

that just 20 examples were built. Twenty. Barely 300 Series 90s of all body styles were built for 1938.

A look at the order outlines a number of special additions: a divider from the Imperial Sedan, with the panel in the rear tonneau to be equipped with a pair of small glove compartments and a larger compartment below, interior hardware "color-plated" to match the upholstery, floor mats to match the upholstery, a leather seat for the driver, a heater/defroster, sheepskin rugs, a leather-covered roof wrapping around the backlite, and something only referred to as "special attention." As if a V-16 Cadillac wasn't already going to be given special attention as it trundled down the line.

This is the third Fleetwood Town Sedan built; the first two are said to have been dispatched to the Secret Service in Washington, D.C. It was the only Town Sedan built with the division window separating front and rear seats. Other special touches included a leather front seat, padded roof and a unique upholstery design in the rear compartment. It was always chauffeur-driven during Col. McLaughlin's ownership.

In a wholly remarkable car, full of history and ownership intrigue, the V-16 engine deserves special mention. The engine itself was a feat of contemporary engineering, one of the last all-new engines to be introduced before WWII broke out, and designed to offer the smoothest-possible driving experience. You wouldn't necessarily realize it with a glance at the specs: Both the new engine and Cadillac's previous V-16 put out 185 horsepower. But in Cadillac's desire to bring V-16 power to volume sales (well, as high a volume as Cadillac could reach in its rarefied air), it made the new V-16 compact enough that it fit under the same length hood as a V-12. How?

The nine-bearing, cast-iron en bloc casting was physically longer than the outgoing Cadillac Twelve, but the engine's low 135-degree vee made room for the dash and toe-board to move forward, increasing room in the cabin while not extending the nose of the car any further. Bore and stroke were square, at 31/4 inches each, with the resulting engine measuring 431 cubic inches. Compression ratio was a then-high 6.8:1. The compact L-head cylinder arrangement meant that, despite the radical vee-angle, the new engine wasn't unnecessarily wide, and hydraulic valve lifters meant easy maintenance. The low vee also lowered the center of gravity, which helped stability at the velocities that it could easily obtain. A single cam rested on five bearings. The complete V-16,

with clutch, put more than half a ton of weight upon its five live-rubber mounts, but it was still somehow lighter than the old aluminum-block 368-cu.in. V-12. And with the new-for-1938 bodies being bigger and lighter than previous models (This Fleetwood V-16 Town Sedan weights nearly 1,000 pounds less than a comparable 1937 model!), a V-16-powered 1938 Cadillac was about the quickest American car you could buy.

With war coming, it seemed likely that McLaughlin would want to get his hands on something a little... newer. Why settle into the war with a years-old car, when you don't know when you'll be able to get another? In 1940, McLaughlin sold his special Cadillac to Canadian stockbroker Dorothy Killian, who took it between her Montreal home and her Nova Scotia summer home, and occasionally to New York City where she had some business matters. It was also chauffeur-driven during this time. Some maintenance work was performed while in New York, though not to the satisfaction of Ms. Killian's representative; when she refused to pay, the car was sold out from under her (without title) to the Roaring '20s Museum in Wall Township, New Jersey. Following legal action and then a sheriff's sale, it changed hands in the early 1980s, now has a proper title, and has been in the hands of long-term collectors since.

Today, title issues since sorted out and still only ever used very gently, it's owned by Tom Hamilton of Allyn, Washington. It is a largely original car, showing 45,000 miles, and has never been restored, repainted or rebuilt. The Classic Car Club of America recognizes all V-16 Cadillacs as Full Classics, in keeping with their status and rarity, making this a special and remarkable piece, even within Tom's collection. "I collect Cadillacs," Tom says, "and this is my first from the prewar era. I found the history intriguing, and the research to find the ownership chain was very rewarding. Their rarity makes them expensive and difficult to restore." Luckily, Tom had to do only basic maintenance to get his Fleetwood Town Sedan up to snuff. That said, driving a Cadillac wasn't as easy prewar as it was postwar: "These Series 90s are big, and have the turning radius of a supertanker. The manual steering requires very strong arms."

Action may well be the foundational key to all success. To which we would only add, to the victor go the spoils.



Twelve years ago Monte Holmes Jr's beautiful and rare 1934 Cadillac V-16 Stationary Coupe was the featured "cover car" in the Winter 2008 edition of the Bumper Guardian. Included was an in-depth article by Brad Ipsen on the **Cadillac Late V-16 (1938-1940) Engine Design**. At the time, Brad owned both a 1938 Town Sedan and a 1939 Limousine. In the Autumn 2016 Bumper Guardian, we featured Brad's 1938 V-16 Model 9039 Town Sedan as the "centerfold" car. Also, in that issue, is an article co-written by Brad Ipsen and Raymond Loe on **Cadillac's V-8, V-12 and V-16 Engine Evolution**. While working with Brad on these projects, it became abundantly clear that Brad was a thoroughly, uncompromising Cadillac addict! He has read nearly every publication on the history of the marque, restored several prize-winning cars and shared his vast knowledge with PNR members and Cadillac restorers. In this issue, we are pleased to present Brad's newest project.



In Pursuit of William Knudsen's 1940 Cadillac Sixty-Special

In the mid-1990s, while reading Roy Schneider's epic work *Cadillacs of the Forties*, Brad became aware of a 1940 Cadillac Sixty-Special Touring Sedan that was customized at the Fleetwood Plant for then GM President William Knudsen. At the time, he was working on the restoration of his own 1940 Sixty-Special. Impressed by the design of this one-off 1940 Sixty-Special, he briefly considered tackling the job of recreating it before concluding that trying to both lengthen the body by 4¼ inches and chopping it 1½ inches was nearly an impossible task. He never forgot the car and, several years later in 2012, learned his friend, and well-known Cadillac expert, Terry Wenger of St. Louis had made a failed attempt to acquire this exact car from the widow of Art Iles. Terry deemed the price unreasonable, they were unable to reach a compromise and he walked away.

In the summer of 2016, Brad saw an ad in Hemmings Motor News for a car that sounded like it could be the Knudsen Cadillac. Brad responded to the ad and was surprised to learn that the contact person was the man who had begun in 1997 to restore the car for Mr. Iles and had been storing the car since the owner's passing in 2009. After several phone calls and finally agreeing on a price, Brad and Hyang Cha drove to Petroskey, Michigan to complete the deal. Their plan was to have the car professionally transported to their home in Marysville and pack-up the "loose parts" in a reserved U-haul trailer. Upon arrival, their first stop was a visit to the restorer where the car was being stored. What they found was parts, both restored and unrestored, labeled and unlabeled, scattered everywhere. Suddenly, it was clear that the scope of the project had grown exponentially. Their next stop was a visit to Mrs. Iles where they learned that she would not honor the price Brad had agreed on with the restorer who had written the ad. When, once again, the price was deemed unreasonable, Brad had no choice but to abort his purchase of the car. Frustrated that he was not able to complete the deal, and with the encouragement of his car friends, Brad decided to make one final attempt to acquire the Knudsen car. He wrote a letter to Mrs. Iles supporting his earlier offer and explaining that her hope of recovering the money her husband had spent over more than a decade of restoration work was unrealistic. Almost two years later, Mrs. Iles came back to the bargaining table and ultimately they agreed on a more realistic price. A second road trip across the country and the purchase of a car trailer locally allowed Brad to collect the car and all the associated parts and pieces and haul the whole lot home to his workshop. Persistence pays off!



The story of the Knudson Cadillac and Brad Ipsen's epic search was featured in the CCCA's Oregon Region magazine The Hood Release - Fall/Winter 2019.

Due to space limitations and, in some cases, newly available information, we did not reprint The Hood Release articles in full - they provided source material and served as inspiration. My thanks to the Oregon Region for permission to use and modify their work.

*For previous issues of the Bumper Guardian see:
<https://home.ccca-pnr.org>*

1934 Aerodynamic Coupe

Built immediately following the 1933 Chicago World's Fair, this very special coupe had many custom features and was smooth and sleek. Knudsen's chauffeur, Blaine Evenson, watched the car being built at the factory and recalls the Michigan license plate number was V-1600.

The limited passenger-space in the coupe was problematic for Mr. Knudsen. Often, he would send his driver ahead to his destination while he took the train to discuss business with his associates. A 1965 Motor Trend magazine states: "He once put the Knudsen family on the train in Hot Springs, Virginia and easily beat the train to Michigan Central Station in Detroit to drive them home."



1938 V-16 Fastback Limousine

In 1938, Harley Earl asked Cadillac Styling to design and build a beautiful custom-crafted V-16 for William Knudsen. Reminiscent of his 1934 V-16 Aerodynamic Coupe, with rounded rear fenders, split back-light, chrome-framed windows and twin trunk handles, but on a chassis stretched seven inches with wider hood and fenders, no side molding and newly designed tail-lights. The car also borrowed some elements from the upcoming 1939 models including the dash, fitted with a custom radio and center plaque, and an electric center division window (1938 used a winding crank.) It also had the revolutionary new 135-degree V-type engine.

Designed to be chauffeur-driven, the driver's compartment is trimmed in traditional black leather, the luxurious passenger area was done in broadcloth with beautiful cabinetry and built-in storage compartments. The two lightweight opera seats faced the rear right seat, Mr. Knudsen's customary position. The car was built to fit the large-framed man "Big Bill" and provide comfort for his traveling companions.

Mr. Knudsen relinquished the use of this car for a time, so it could be displayed at the 1939 New York World's Fair.



Derby Bentley Drive Day

The Derby Bentley Society celebrates this subset of the Bentley marque (1933-1939) with a day set aside to show off that our steeds are still road-worthy and we can strut our stuff in +/-85 year-old cars. Unexplainedly, Derby Bentley Drive Day is a two-day event. At first I attributed that to the pub-based original planning where there were a few too many pints consumed and the dates blurred, but later was told that the weather

in the UK is always iffy, so we might need 48 hours to shoehorn in a drive.

Last year, it was easier to muster a group as Terry McMichael's Leaf Peeping tour was coincident, but this year I piloted my Bentley solo: simultaneously fun and sad. I motored along the northeast quadrant of Lake Washington sticking to Kirkland and Juanita. But at least I got all my fluids pumping - for my Classic too!

Brian Rohrback



Brunch at FogRose



PNR member Kenny Heng extended an invitation to PNR members to enjoy brunch on the outdoor patio of the AC Hotel on Labor Day weekend. The FogRose Atelier in Bellevue provided its menu offerings.

Kenny along with the Dochnahls, Greenfields, McEwans, Pollocks, Smallwoods, Tait and Jon Schoenfeld enjoyed good company and beautifully presented scrumptious food in the open air courtyard.



1940 CADILLAC SIXTY-SPECIAL CUSTOM

DELIVERED TO WILLIAM S. KNUDSEN, PRESIDENT OF GENERAL MOTORS

With the ominous clouds of a potential second World War sweeping across Europe and the Pacific and still reeling from the devastating effects of the Great Depression that ushered in a new sense of austerity, the landscape of the American Automobile Industry would be forever changed by 1940. Gone were most of the custom coachbuilders who had catered to the carriage trade, as well as many of the legendary car manufacturers of the prior decade who patronized them, such as Pierce-Arrow, Marmon, Franklin, Peerless, Auburn, Cord & Duesenberg. By then it had become increasingly apparent to the survivors that the demand for chauffeur-driven, long wheelbase limousines and town cars with multi-cylinder engines had waned in favor of less ostentatious shorter six and eight cylinder owner-driven cars. Nowhere was this more evident than in the top of the line offerings of luxury car leader Packard who produced the last of its legendary V-12 engine-powered cars in 1939, and chief rival Cadillac following closely behind a year later ending production of its V-16 Series 90 cars in 1940. Nineteen-forty would also be the last year Cadillac would offer optional side-mounted spares which appeared more compatible in design on cars with running boards and longer wheelbases. While Packard continued to offer side-mounted spares as a standard design in its Custom Super Eight One-Sixty and One-Eighty flagship models until national decree suspended all automobile production

in February, 1942, side spares did not reappear when Packard's post war production resumed with the stylish more modern Clipper line.

Meanwhile, the overwhelming popularity of Cadillac's all new personal luxury car – Bill Mitchell designed Cadillac Sixty Special of 1938 – had set a new design standard that would define Cadillac styling for a decade. Utilizing this new body style as a platform, the General Motors Styling Section under the direction of Harley Earl, customized ten known 1940 Sixty Specials intended as show cars for display and also offered to a select few top GM executives such as then President William S. Knudsen and Vice-President William Fisher. These cars showcased the latest styling concepts and technological advancements that would often appear in subsequent production cars. They were adorned with distinctive chrome trim and luxurious interior appointments found in Cadillac's top of the line.

Perhaps the most notable change made to the standard production 1940 Sixty-Special in the manufacture of the Knudsen car was structural with the frame cut and lengthened from 127" to 131¼" and all three A, B and C roof pillars cut, lowering the top by 1½ inches*. The lengthened suspension was also lowered ½ inch with lowering blocks. Lengthening the chassis by 4¼ inches and lowering the roof by 1½ inches required major dimensional changes to the height and the width of doors and the door

frames as well as the chrome window frames. The 4¼ inch increase in length was accomplished by stretching the rear doors by 2½ inches and the front doors by 1½ inches, while several welded brackets and new stops were required for the chopped and stretched window frames.

The modifications listed on the "Special Features" page and copies of Factory Invoice Number A91805 for William Knudsen's Presidential Sixty-Special Custom indicate that GM was intent on creating an automobile that offered the best of both worlds — the handling ease of the new personal luxury car combined with the distinction and elegance of the traditional town car. Examples of the latter include Landau Irons on the rear three quarter roof panels, extensive interior courtesy lighting at the front corners of seat cushions and the compartment above the chauffeur's section, a leather-covered padded roof, and switches operating electric door windows and front seat division glass. A set of three parallel chrome spears of sequential length adorned the lower fender area behind each wheel opening – a trim option usually seen on V-16 cars. Special chrome wheel discs with vanes were another feature also offered on the V-16 cars. In addition, a smaller oval rear window commonly seen on town cars and formal sedans replaced the large three-piece rear backlight of the standard Sixty-Special.

The complete list of special options appears on the "Special Features"

**PARTS DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS SALES CORPORATION
DETROIT, MICHIGAN**

67

CHARGE TO MR W S KNUDSEN

SALES ORDER No. **FAC 7451**

CAR No. **24006**

DATE SHIPPED **MAR 14, 1940**

SHIP TO

CUSTOMER WILL CALL
SPECIAL ATTENTION

UNIT No. **1966**

MODEL No. **40-6019**

DESCRIPTION **CAD 60 5/4 TOUR. SEDAN**

SEE DETAIL ATTACHED

SEE DETAIL ATTACHED

UNDERSEAT HEATER

ANTI-FREEZE

SPECIAL FEATURES (PER DETAIL ATTACHED)

SPECIAL ATTENTION PREPARATION

LOADING CHG.

CO-OPERATIVE ADVERTISING

N.S. TAX

CAD 60 5/4

**PARTS DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS SALES CORPORATION
DETROIT, MICHIGAN**

CHARGE TO MR W S KNUDSEN

SALES ORDER No. **FAC 7451**

CAR No. **24006**

DATE SHIPPED **MAY 20, 1940**

INVOICE No. **A 99963**

SHIP TO

ADDITIONAL CHARGE TO OUR INV A-91805

UNIT No. **1966**

MODEL No. **40-6019**

DESCRIPTION **CAD 60 5/4 TOUR. SEDAN**

COLOR COMBINATION

UPHOLSTERY

WHEELS

WHEEL COLOUR

TIRE SIZE

MAKE

S.W.

READO

SERIAL No.

AKRUAL

LENGTHEN CHASSIS TO 131 1/4 INCHES

N.S. TAX

LOADING CHG.

DOC.

HAND & SERV.

E.O.H.

CO-OPERATIVE ADVERTISING

TRANSPORTATION

144 20

**MOTOR #6322747
SALES ORDER #FAC 7461
SPECIAL FEATURES**

COLOR
BODY - REGENCY BLUE 202-52737
ROOF AND REAR QUARTER BLUE LANDAU LEATHER
LANDAU IRONS - REGENCY BLUE
STEERING COLUMN ASSEMBLY BLUE
INSTRUMENT PANEL, DOOR MOULDINGS AND DIVISION GARISH
MOULDINGS COLOR PLATED.

UPHOLSTERY
LANDAU 725D AND EAGLE OTTAWA GUILDALL BC 97

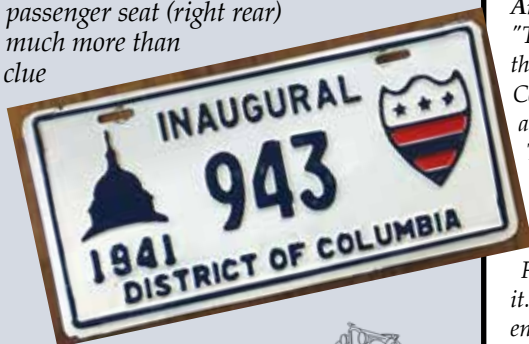
MISCELLANEOUS
ELECTRICALLY OPERATED DIVISION AND DOOR WINDOWS.
FLEETWOOD CLOCK IN DIVISION WALL.
SPECIAL CORNER LIGHTS.
SPECIAL COURTESY LIGHTS IN FRONT CORNERS OF SEAT
CHAUFFEUR DOME LIGHT OPERATED BY PILLAR SWITCH.
TRUNK LIGHT OPERATED BY JAM SWITCH.
DIVISION GLASS SWITCHES IN REAR ARM RESTS WITH SERIES
"75" ASH TRAYS AND LIGHTERS.
ASH TRAY COVERS TO MATCH CLOTH.
WINDSHIELD GARNISH MOULDINGS AND MIRROR CHROME PLATED.
BACK LIGHT MOULDINGS CLOTH-COVERED
CHROME BEADS ON REAR SEAT CUSHION HEADLINING AND ON
DOOR PADS.
MARSHALL SPRINGS IN SEAT BACKS.
SPECIAL GRAY CARPETTING FOR REAR COMPARTMENT, TRUNK
COMPARTMENT AND TRUNK LID.
SHEEPSKIN RUG.
ROBE OF LAIDLAW 7250 WITH INITIALS W.S.K.
STONE GUARD COVERED WITH LANDAU LEATHER.
DECK LID.
STAINLESS STEEL "FLEETWOOD" AND MONOGRAM "WSK" ON REAR
SPECIAL CHROME WHEEL DISCS.
CHASSIS LOWERED AND SHEET METAL SPRAYED WITH 1/8 INCH
OF DEADENER.

FACTORY INVOICES AND SALES ORDER DOCUMENTS

page for Factory Order Number 7451, indicating the finished car would be shipped to the factory rather than to a dealer who would have ordered it. Knudsen's Cadillac Sixty-Special, was delivered in March of 1940 just months before he resigned from GM. and took charge of war production in Washington D.C. Interestingly, the invoice also indicates to "charge-to" Knudsen and not to the factory like a similar car that was delivered to V.P. William Fisher.

The entire process of customizing the original 1940 Sixty-Special by the Fleetwood Body Plant produced a car of sleekly low silhouette and dashing elegance befitting its intended owner.

Note: While Brad Ipsen doesn't have proof, he is almost sure that Knudsen took the car with him to Washington DC. He is hoping that the Knudsen family will be able to verify his assumption. Knudsen lived a few miles from the office in DC so he would have needed a car and it makes sense that he would have taken this almost new car with him. One clue is that when Brad disassembled the seats, the driver position and the normal limo passenger seat (right rear) springs were obviously worn much more than any other positions. Another clue comes from a book that gives the name "Joe" to his chauffeur, which is different from his GM chauffeur. Finally, the Knudsen family provided a photo of a license plate that was good for the inauguration of 1941. It was good for 15 days -- January 12th to January 27th, 1941.



Harley Earl - Automotive Designer

In 1927, Alfred Sloan offered Harley Earl the position of head of the newly formed Art and Color Section. Over his 31 year career with General Motors, Earl elevated the art of automotive styling to new levels. His designs included Knudsen's 1940 Sixty-Special and much more.

Brad Ipsen's communication with William Knudsen's family: A note from Knudsen's great grandson:

"Those in the generation older than mine remember that my great-grandfather "Big Bill" and their parents had new cars all of the time. For example, my grandmother, Elna ("Dottie") Stevenson always had several. There's one story of her telling Harley Earl at a dinner party how much she liked that cute new "Corvette" that Chevy had just brought out. The next morning, the 84th Corvette off the line was in her driveway with a bow on it. A gift from Chevrolet."

And a final note from Brad Ipsen:

"The Harley Earl story is cute and interesting but I got from it that Harley Earl and Big Bill must have been really close. The Corvette came out in 1953 which is 5 years after Bill's death and Harley Earl is still going to dinner parties with the family. They went to Europe together and at the time these were long trips. Also from what I now know about them they would be attracted to each other. Harley Earl would love Big Bill's "can do" attitude. That is how Bill got the first work at Ford. He would get the order and then figure out how to make it. Harley would want some new styling thing and the normal engineers would say they can't do it. That wasn't Harley's attitude and it would not be Bill's."

William S. Knudsen

American Patriot

"Of all of the possible things to emphasize I think the story of Bill Knudsen is the most important since he has been ignored by all. It would have been a great story for Beverly Kimes to tell. I have the complete set of Automobile Quarterly. I expected there to be at least one article or most of an issue in there about him. There is not. I found it incredible that a book about his war effort was not written until 2012 -- "Freedoms Forge" by Arthur Herman." - Brad Ipsen

Background: Born Signius Wilhelm Poul Knudsen in Copenhagen, Denmark, William S. Knudsen emigrated to the United States in 1900 at the age of twenty. His first job in America was in the New York shipyards but shortly thereafter he landed a job with the John R. Keim Mills Company of Buffalo, NY, a manufacturer of bicycle and small stamped automotive parts. As the auto industry expanded, the demand for automobile parts rose dramatically. Ultimately, the popularity of the Model T drove Ford Motor Company to acquire Keim in 1912. Knudsen was then assigned the job of production manager at Ford's Highland Park plant in Michigan. Knudsen, often referred to as "Big Bill," was indeed a big man at 6'3" with a keen eye, a sharp mind and strong work ethic. It is said that he could bellow-out "hurry-up" in fifteen languages.

The Ford Years: Knudsen was summoned to Detroit in 1913 to expand Ford's nationwide network of assembly plants. While at Ford, he played an instrumental role in developing the modern assembly line and establishing the principles of mass production. These skills came in handy when he was tapped to manage Ford Motor Company's World War I production of submarine chasers and also at the end of the war when tasked with developing the strategy for Ford's international production. Despite Knudsen's success, he found himself clashing with Henry Ford's authoritarian style and resigned from the company in 1921.

Brad: *"The most that is written in Automobile Quarterly is in the issue on the History of Chevrolet -*

but it doesn't really feature Knudsen-- only what he did during his time heading up Chev."

The General Motors Years: Hired by General Motors President Alfred P. Sloan in 1922, Knudsen was named President of the Chevrolet division in 1924. Knudsen was an early turnaround artist. When he came to Chevrolet, it was the worst performing G.M. Division. In 1921, Chevy lost \$8,692,142 and consultants had recommended that the division be closed. In less than two years, Chevy was showing a significant profit and hiring thousands of workers. Chevrolet sales surpassed those of Ford's

Model T for the model year 1927-28. After the introduction of the Model A, Ford once again took the lead in 1929-30 but Chevrolet regained its leadership position in 1931 and held it until February 1942, when automobile production ceased in support of the war effort. In 1937, Knudsen was appointed President of General Motors, succeeding Sloan, the newly named Chairman of the Board.

Brad: *"If you look at all of his accomplishments,*

I think the biggest is the war effort. Again, he got everything rolling for WWII production and really didn't get credit for it."

The War Years: In May 1940, William Knudsen was president of General Motors, the largest corporation in history, when President Franklin D. Roosevelt asked him to head-up all U.S. military production in support of the war



President Franklin D. Roosevelt with William S. Knudsen

raging in Europe (and soon the Pacific). Knudsen, driven by his devout Lutheran convictions and ever thankful for the opportunities he experienced as an American immigrant, was quick to make-up his mind. Despite intense pressure from G.M. Chairman Alfred Sloan to reconsider his decision, Knudsen resigned from his \$300,000/year position with G.M. and willingly accepted the challenges of his new \$1/year government position. He was soon appointed as Chairman of the Office of Production Management and a member of the National Defense Advisory Commission. Knudsen went on to become a lieutenant general in the Army, the first and only civilian American to receive this honor.

What Knudsen set in motion over five years (1940-1945) using his vast business expertise, was arguably the greatest public/private pro-duction effort in history.

When Knudsen arrived in Washington D.C., Hitler's army appeared to be unstoppable. The allies were in a desperate fight and decidedly losing battle after battle. Both FDR and Knudsen knew that winning this modern mechanized war would require the ability to produce vast quantities of war machinery faster than one could possibly imagine. "Powerful enemies must be out-fought and out-produced," President Franklin Roosevelt told Congress and his countrymen less than a month after Pearl Harbor. "It is not enough to turn out just a few more planes, a few more tanks, a few more guns, or a few more ships than can be turned out by our enemies.

We must out-produce them overwhelmingly, so that there can be no question of our ability to provide a crushing superiority of equipment in any theatre of the World War."

Knudsen knew American business was the key to winning World War II. He recruited business executives—the so-called dollar-a-year men - from companies like AT&T, NCR, Sears, and US Steel who voluntarily converted American industry from making telephones, cash registers, refrigerators, cars, tractors, and typewriters to making tanks, machine guns, and airplanes.

He also knew that the American auto industry would be a key player in the success of his mission. At the 1941 New York Auto Show, Knudsen gave a keynote speech that transformed industrial Detroit. He told his audience of auto industry executives: "Bombers, big bombers, are needed sooner than we dare hope to get them under present circumstances. We must build them at once! You've got to help! The first half of 1941 is crucial Gentlemen, we must out-build Hitler."

Chrysler made fuselages. Packard made Rolls-Royce engines for the British Air Force and Ford made the B-24

Liberator. At its vast Willow Run plant in Ypsilanti, Michigan, Ford worked 24 hours a day producing one B-24 every 63 minutes. A phenomenal transformation considering the average Ford car had fewer than 15,000 parts while the B-24 Liberator long-range bomber had more than 1.5 million.

Every division of General Motors answered the call to duty. Pontiac made anti-aircraft guns, Chevrolet made armored vehicles and "ducks;" Cadillac made tanks and Oldsmobile made shells and assembled cannons. G.M. also made military trucks, aircraft engines and propellers; Browning machine guns and ultimately built more Grumman torpedo bombers and fighters than Grumman did. And that was not all; by war's end, General Motors was the nation's largest defense contractor.

It is difficult to imagine the magnitude of the transition of the U.S. automotive industry to wartime production. In 1941, over 3 million automobiles were manufactured - a

number that plummeted to fewer than 150 cars in total built over the duration of the War. The results of Knudsen's work were staggering. From a standing start, by the time of Pearl Harbor, America's war production effort was approaching that of Hitler's Germany. By the end of 1943, U.S. production surpassed that of Germany, Britain, and the Soviet Union combined. By the end of the war, American factories made seventy percent of everything the Allies used to win the War.

*"I'm no soldier, "
Knudsen told Roosevelt
"But I know if we get
into war, the winning of it
will be purely a question
of material production. "*

Brad: "After the War, Knudsen along with many others that worked so hard were broken men. They had worked so hard they died during or right after the War."

Following the War, Knudsen was re-elected to GM's board of directors and given the task of inspecting the company's war-torn European plants. He reportedly asked Sloan to allow him to return to work at G.M. but Sloan, citing the company's mandatory retirement age of 65, rejected his request. (Sloan, who had opposed his departure in the first place and was an opponent of FDR's New Deal, was 70 at the time.) The turn-down, according to Knudsen's daughter, left her father a broken man. When he died of a cerebral hemorrhage on April 27, 1948, one obituary extolled Knudsen as a "war casualty."

Editor's Note: An email from Brad Ipsen containing photos and historical information on this car included a note regarding the relatively untold story of William S. Knudsen. I was compelled to do some research and found the history fascinating.

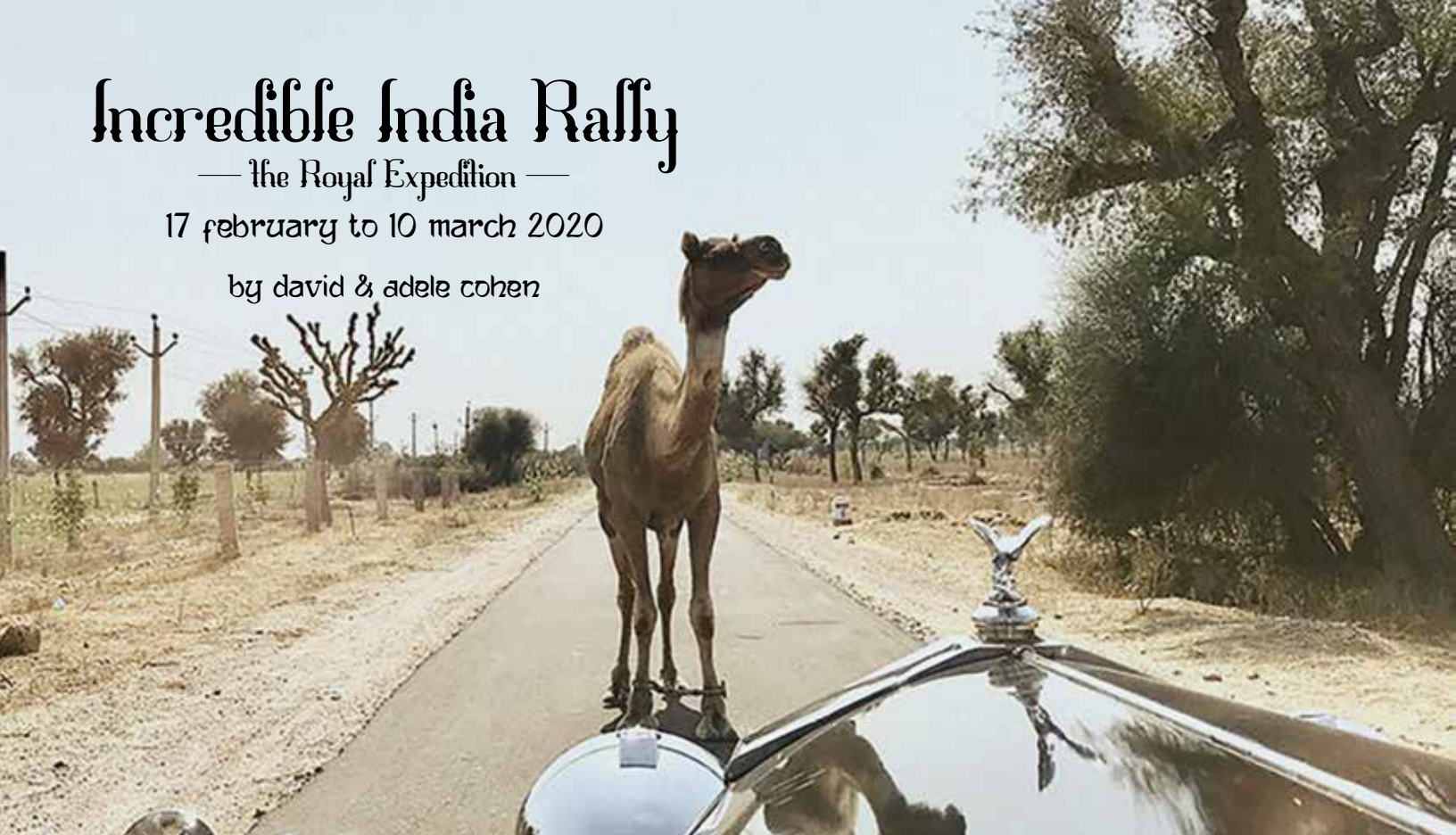


Incredible India Rally

— the Royal Expedition —

17 february to 10 march 2020

by david & adele cohen



In September 1936 our Rolls Royce 2530 was delivered to Allied Motors in Bombay, India as a works demonstrator. Before the car was later repatriated to the UK in 1939, it is believed that the car was used by the Maharajah of Kota. Bodied by Gurney Nutting (generally accepted to be one of four of this type of design to be used on a RR chassis) our car is the sole 25/30 chassis to receive this design as each one has unique features. Moreover, a fully-restored P2 still lives in India and was the poster car for the 2019 Pebble Beach Concours.

Originally receiving an invitation to bring the car to India for the 21 Gun Salute Concours in 2018, we finally accepted and participated in the 2020 Concours and Rally; this was also the first time this event encompassed a 4,000 km (23 day) tour of Rajasthan and Gujarat. With plenty of time to spare, two and half months prior to the event, the car was shipped out of Vancouver, British Columbia – destination New Delhi, India. While being transhipped in Shanghai, the car disappeared off the radar and it

was touch and go as to whether the vehicle would make it in time to the Concours. After much effort and hand wringing, the car finally arrived in New Delhi less than 24 hours before the event began.

The 21 Gun Salute Concours is India's premier concours event attracting approximately 100 local cars and a handful of international cars – this year six cars participated from the USA, Belgium and Canada. The Indian collectors' enthusiasm was amazing to experience and the level of restoration in most cases was impressive. Sadly, a number of the wonderful cars imported into India during the earlier part of the twentieth century were not available as many were sold off by the Maharajahs in an effort to raise funds to keep their estates solvent.

At the conclusion of the three-day Concours event, we finally had the opportunity to meet with both the foreign and local participants on the 23 day "Incredible India Tour." As the theme of the tour was the "royal expedition," accommodation was

primarily at 5 to 6-star hotels, heritage palaces, and upmarket camps fit for a Maharajah and their retinues. Starting in Delhi we set off for Agra and the iconic Taj Mahal. After visiting this amazing mausoleum, we headed to Sawai Madhopur. Along the way, we visited a nature reserve to view a plethora of migrating birds before heading onto Ranthambore; a tiger reserve originally an exclusive hunting domain of the Maharajahs. Having risen at 5:30 am, we were not disappointed and witnessed a tiger in the wild guarding the remains of its night's-before feast. From there we journeyed onto the opulent palaces and forts of Jaipur. Access to the fort was by elephant. Sitting high on the pachyderm, travelling a lot slower than a Rolls, the experience was nevertheless exhilarating!

Leaving Jaipur, we drove onto Bikaner, Jaisalmer, Khimsar, Jodhpur, and Mount Abu. By now we were familiar with the unwritten Indian rules of the road. One has to share the roads with all manner of vehicles moving people including animal-drawn carts,



motor bikes, tuk tuks, tractors and of course trucks. The difficulty level increases with the addition of sacred cows, camels, dogs, elephants, and even monkeys. Lane demarcations, traffic lights, road signs, and generally accepted rules of the road are merely suggestions and do not apply in a practical sense. Traffic control is achieved by the ubiquitous sleeping policemen (speed bumps) – they are pervasive in cities, towns, villages, toll booths, anywhere on highways, and often when least expected. A number of them were so high that it didn't matter at what angle one approaches them; the bottom of the car was soundly scraped.

Regarding driving conditions, Mount Abu was the most challenging. Gaining altitude on a narrow twisty road, navigating many blind corners and switchbacks, we had to avoid monkeys as well as the local drivers who would cut the corners seemingly unaware of our presence. Fortunately, only one of the participants made contact with a local resulting in a fender bender. Reaching our destination, we had

High Tea with the elderly Maharajah and his brother while enjoying the many interesting stories of the past they generously shared with us.

From Mount Abu we headed south towards the Indian Ocean in the Rann of Kutch, Gujarat State. Gujarat is a dry state which only served to sharpen many participants' thirst for a beer or a glass of wine. Special dispensation had to be requested for foreign visitors to imbibe – alcohol was specially shipped in from a neighbouring state. The Rann is a semi-desert area very close to Pakistan. It hosts the odd lake, some fresh-water ones while others have a high saline content attracting flocks of pink flamingos. This was our first experience of a "royal camp" which was used in the old tiger-hunting days. The camp was specially set-up for us for one night beside a lake; each tent consisted of a bedroom and full bathroom – camp style but comfortable. The following day we continued on towards the coast until finally reaching another tented resort, Vijay Palace Beach Resort, next door to the summer palace of the Maharajah of Kutch.

Climbing to the rooftop balcony of this palace we were able to enjoy a different perspective of the surrounding area – a canopy of trees with the Arabian Sea off in the distance.

A word about the Maharajahs. They were the aristocracy of India and ruled their respective states as absolute monarchs. Almost all of them can trace their ancestry back around 50 generations. When the British asserted their power, via the British East India Company, they implemented the theory of divide and conquer. Maharajahs were encouraged to form allegiances, as well as make advantageous deals, with the East India Company thus setting one Maharajah against another. Britain ultimately took control of India until 1947 – independence and partition created India as well as East and West Pakistan. Even though the Maharajahs power waned after independence, they finally lost all rights and titles in 1971. Their descendants are still extant and control their palaces and surrounding lands; most now run their estates as businesses. Their collective legacy

is quite amazing including magnificent structures and treasure despite having to liquidate much of their assets in order to maintain their palaces and lifestyle. We were introduced to, and warmly hosted by, twelve Maharajahs during the tour providing us with a unique experience as it is not every day that one has High Teas, lunches, or dinners with this esteemed group. Proudly they showed us their automobile collections but, as previously mentioned, sadly it was not the collections they had once owned.

The royal route continued on to Mandvi, Wankaner, Gondal, Rajkot and the GIR Lion Reserve. Again, we were fortunate to see an Indian lion and his two lionesses. Dinner in Gondal was also memorable as it was held in an open courtyard surrounded by glassed-doored garages displaying the Maharajah of Gondal's automobile collection.

Leaving rural India behind, we returned to the more populous cities of Bhavnagar and then Vadadora, the latter where the magnificent Baroda Palace, the largest palace in India, stands large and proud. A tour and dinner in this palace with the Maharajah and his wife were one of the main tour highlights (We understand that this will be the venue for the 21 Gun Salute Concours in 2022).

Next stop was Dungapur and the site of a magnificent palace looking onto a lake with a temple set in the middle. Historic, authentic, and well-maintained, this palace also came with a "Pleasure Centre" in its central courtyard. One can only guess what went on in there 200 years ago! The Maharajah is a keen motoring enthusiast with an interesting and large collection garaged in what was once the royal stables. An interesting feature in this shed is a motoring memorabilia covered bar – at the press of a button, we were delighted when hydraulics lifted the entire bar about 8 feet off the ground. The following morning we were paraded out of the palace grounds by an ancient steam roller hissing and tooting while clearing a path ahead of us.

Our final destination was the glamorous city of Udaipur; situated around Lake Pichola and surrounded by hills. In my opinion, this is the most exquisite palace (now a 6-star heritage hotel) sitting in the middle of a lake – this one was tough to vacate even though our final night was enjoyed at a 6-star Oberoi hotel. Our last day included our last tour of the main palace. Amazingly, this palace has been in the same (Hindu) Maharajah family for an impressive 72 generations.

Under the watchful eye of the Indian Tourist Board, our tour was the epitome of "Incredible India." Besides for the majesty, history, and opulence of the places we visited, the very warm and friendly people of India took this tour to the next level – they bent over backwards to make our trip comfortable and attended to all our needs. Another highlight was the vast array of delicious Indian cuisine – the food was tasty, spicy, and plentiful. Praise goes to the organiser, Madan Mohan, who did an excellent job of putting it together and keeping it together. Luckily for us, our tour concluded just as international borders were closing due to Covid-19.



Adele at the City Palace



Cohen's Rolls-Royce

21 Gun Salute Best of Show



Vijay Holiday Home



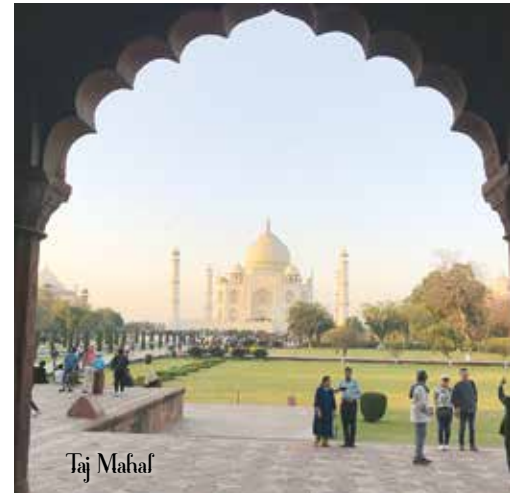
Raj of Gondal



Khimsar Garage



Taj Mahal



Royal Tents



R-R Phantom



R-R Phantom Jodhpur



Defahaye



Tiger



Gajner Bikaner



Khimsar Garage





Gordon Cochran's "Mystery Auto" *1939 Cadillac Series 90 Town Car*

This Cadillac V-16 open town car model #39-9053 was first shipped from Detroit, Michigan on 1/24/1939. Sales records show it was charged to Cadillac Motor Car Division General Motors Sales Corp. New York Branch. The base cost of the vehicle was \$4,514 but with add-ons for extra wheels and tires, shipping costs, and a co-operative advertising fee the total came to \$4,873.

The car soon made its way to Washington, D.C. Military inventory numbers, which are still present today, were stenciled on the radiator in white paint. From this point the car was delivered to the White House, with its intended user being Eleanor Roosevelt. Cochran was told it was never actually put into use because Eleanor Roosevelt refused to be driven around, she liked to drive herself (see sidebar.)

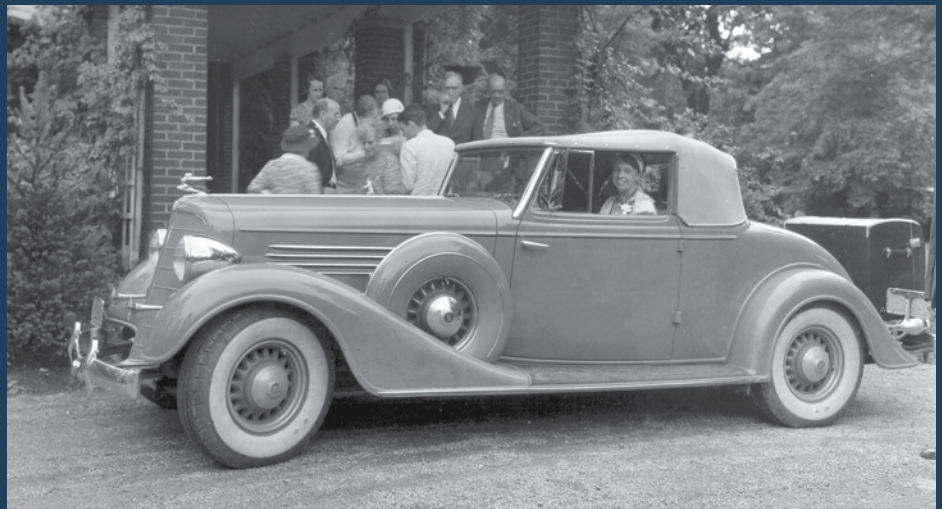
The next available record indicates that the car was transferred back to General Motors in the fall of 1945. The car was used for General Motors corporate

transportation for some time. The car was eventually listed for sale on a used car lot in 1967. Cochran first saw the car in 1989 in Hershey, PA. where he attempted to purchase the car from the owner, but they could not agree upon a price at that time. Even though the car was 100% intact, the condition of the car was rated 4-, indicating it needed some restoration work. After many phone calls and price negotiations, Cochran was able to purchase the car in 1990. The car was subsequently transported to Seattle, WA.

Restoration work began in 1992 when the car was shipped to a restoration shop for a complete frame-off restoration. After 2 years the car was transported back to the Seattle area fully restored. One of the unique features of this model is an intercom system that allows the passenger to communicate with the driver. During the restoration two openings were found on either side of the front windshield that were added during manufacturing with the intended purpose of supporting

flags. This is a feature unique to this particular car and was added because of its intended use.

The car was first shown in 1994 at the Cadillac/Lasalle National Meet where it took first place and was awarded Senior Class Badge #163. The car was shown next in 2002 in the Cadillac/Lasalle Club Show and was again awarded first place. In 2008 the car was shown in the Kirkland Concours d'elegance Show and won Most Elegant Award for a closed car and received a large silver cup to accompany the title. The car was shown for a second time at the Kirkland Concours d'elegance in 2012 and took first place again, receiving another silver cup. The most recent award the car received was from the LeMay Concours d'elegance taking home the first place award for Most Elegant.

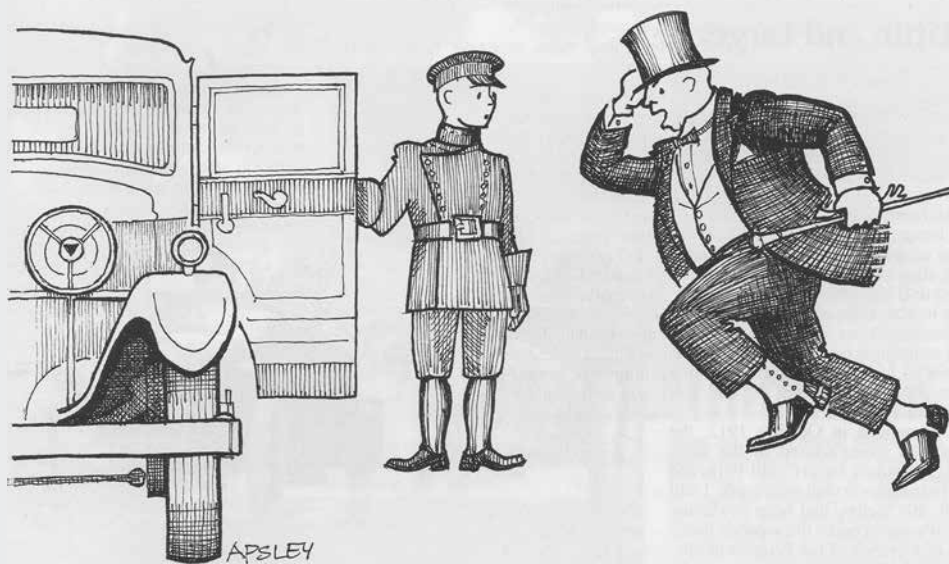


Eleanor Roosevelt was the first wife of a president to drive a car by herself. As First Lady, she insisted on driving her own car.

"She refused to be accompanied on her travels by Secret Service agents and insisted on driving her own car without a police escort. The heads of the Secret Service fretted - kidnappers had recently killed Charles Lindbergh's child, and that winter an assassin in Miami had fatally wounded Chicago's Mayor Cermak as he stood beside Franklin. Nonetheless, Eleanor continued to value privacy above safety, and refused protection. Finally, a frustrated Secret Service agent placed a gun on Louis Howe's desk and told him to make the first Lady carry it. Eleanor took the gun, and with Earl Miller's help she learned to shoot it."
(<http://www.americanrealities.com>)

One of her most independent-minded acts during her first few months as First Lady was to take a vacation by automobile with her friend and Press Secretary Lorena Hickok. For three weeks in July, they drove Eleanor's brand-new 1933 Plymouth roadster convertible (nc) through Vermont to Quebec, New Brunswick and back. The one concession the travellers made to the Secret Service was to carry a gun in the glove compartment — but without bullets.

It does seem that Gordon Cochran could be correct -- just six years later in 1939, Mrs. Roosevelt might have found a chauffeur-driven V-16 Cadillac too restrictive for her taste.



"ROYAL SCHOOL OF NEEDLEWORK, JENKINS, AND DRIVE LIKE THE WIND!"

Stitching together a theme

By Laurel Gurnsey

I thought it would be fun to stitch together an article with the needle and thread of history to see how sewing might apply to Classics. A great 'Apsley' cartoon sparked my idea with this fellow dashing to the Royal School of Needlepoint in his Classic to get his unraveling jacket mended. The Apsley book is now out of print and the artist recently died.

So, who first put needle and thread together to make something to wear? Was it Adam and Eve figuring out a way to keep that fig leaf on? We know that Early Man used bone needles and sinew threads (from sabre tooth tigers?) to sew clothing from hides. Archaeologists have discovered bone needles, dating back to 17,500 B.C. Were those needles and threads also used to set stitches in gaping wounds left by sabre tooth tiger teeth?

From northern Inuit to Plains Sioux, indigenous peoples have used needle and thread for centuries to make clothing and shelters. Thimbles and buttons were found in ancient tombs in China. The Amish still prefer buttons rather than zippers and are renowned for their quilts. Colin and I have seen exquisite tapestries in castles, palaces and chateaux on our travels...beautiful, but also used to keep cold from coming through the walls. Intricately designed rugs made from silk, cotton, wool or even camel or goat hair have

been crafted for thousands of years by artisans in Asia and the Middle East...hooked by hand or made with looms and shuttles.

Cotton thread was first spun in 1730 in England. It made a much more durable sewing material than the delicate silk threads of the Orient and Middle East, but twisted cotton thread, commonly used today, didn't appear until 1812.

French inventor, Barthelemy Thimonnier, patented a mainly wooden sewing machine in 1830. French tailors and seamstresses became worried that this would end their hand-sewn fashion businesses. More complex sewing machines soon flooded the market (the Singer sewing machine was patented in 1851) and machine-made clothing is the norm for most of us today, although high-end fashion houses still use a great deal of hand sewing...especially in bead and fine work.

There are countless needle and thread arts. Our friend Cristina, from Torino, experienced Italy's severe Covid lockdown at the beginning of March. To keep her spirits up, she turned to 'lavoro femminile'...Italian for 'women's work'. She spent time sewing, crocheting and knitting and produced amazing new clothing. Many people here are back at sewing machines for the first time in decades, making masks and taking up knitting needles again.

There are connections between those skills and our Classics. Many club members quilt, do needlepoint, cross-stitch, petit point, knit and crochet and take projects with them on CARavans. Some even know how to 'tat', or make lace. An immediate image is that of an elegant lace doily on the seat back of a stately Classic. I took up Brazilian embroidery...a great way to start conversations on a car tour. Lee Noble's late mother Maurine (PNR) was an amazing quilter and the number of stitches used in any of her designs was astounding.

Colin and I next talked about the history of stitching in furniture, carriage and automotive upholstery. Did you know that Betsy Ross, who sewed the first American flag in 1776, had her own upholstery business?

I phoned Dave Gallagher, at Phoenix Upholstery, who does upholstery work on many Classics and often works with restoration company RX Autoworks. He did the seats for Colin's 1949 Bentley Special. I also found websites with tutorials on stitching upholstery. The Muaddi family of Pennsylvania runs 'The Hog Ring.com'. The father, five uncles and 10 cousins are all in the auto upholstery trade. Their website is a place where professionals can find and share new ideas and includes a history of early 1900s auto upholstery with great photos.

"Trimmers have a long and storied

past...upholstering everything from horse carriages to bicycles until cars came along. And when the airplane was invented, guess who they called upon to design their seats?" (The Hog Ring.com)

'Tempe Auto Interiors Repair', in Arizona, has a great website which discusses early auto seats...wooden seat frames supported by stiff springs and padded with horsehair, lumpy cotton or straw. Shifting to foam padding was a blessing for rear ends and spines during rides on bumpy roads. The foam was encased in webbing and the covering was either leather or fabric. Today's materials are now mostly synthetic. Trimmers were the ones to sew those seats together, both by hand and sewing machine.



WORTH SURFING

- "The History of Sewing"
www.jonessewingandvac.com
- "Needlework"
www.wikipedia.org
- "The Thread Exchange.com" for everything you wanted to know about thread/needles/etc.

WORTH WATCHING

- "Sailrite.com" and "Second Chance Garage.com" for tutorials on upholstering your car.

Needlework by PNR Members

Often you will see a PNR member engaged in a needlework project while on a CARavan or perhaps waiting for a meeting to start. Likely, just as often, you don't see the projects being created in a member's home studio. This article showcases the talent and creativity of seven PNR members but we know there are many more artists in the Club! Send a photograph of your project to Laurel Gurnsey (lgurnsey@telus.net) and we will print them in upcoming issues.



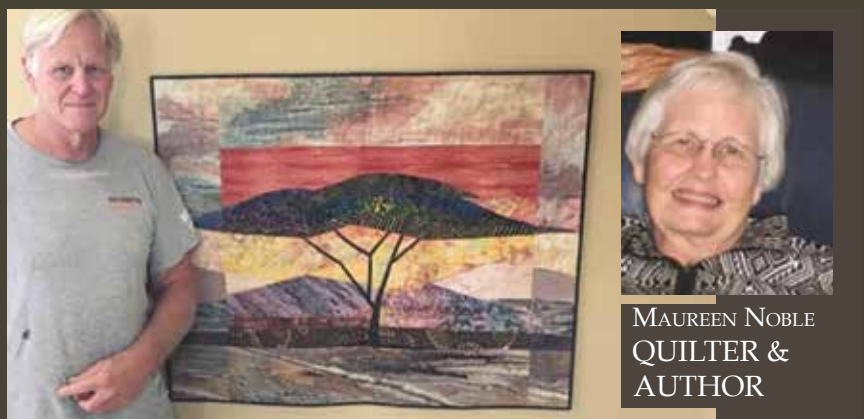
LAUREL GURNSEY
BRAZILIAN
EMBROIDERY

"My sister-in-law taught me to do Brazilian embroidery. I was on on a flight to Europe busy embroidering when I saw feet beside me. A lady stood, looking at my project...tears in her eyes. She was from Russia and her grandmother had done Brazilian too. And I remember being on a bus out to Ayers' Rock in the Outback with Colin...embroidery on my lap."



CHERYL MCCURDY
QUILTER

"I have been quilting for 40 years and have won some awards at my quilt guild's annual show." This is my most recent quilt. It is called "Dinner Plate Dahlia". It won a Blue ribbon in our local quilt show in 2019. The designer is Judy Niemeyer of Quiltworx in MT. It is machine paper-pieced and professionally quilted. It measures 80"x 80".



MAUREEN NOBLE
QUILTER &
AUTHOR

Lee Noble's late mother Maureen made this lovely quilt. Maureen was an avid quilter, a pioneer of machine quilting, a renowned teacher and a published author of three books on the subject. This is Maureen's 'Rain Tree' quilt - inspired by trees in Africa after a trip she and her husband Ed took there.

More Needlework by PNR Members



JUDY MOTE
QUILTER

Judy Mote lives in Arlington and is an avid quilter having completed many quilts for her family and friends. She recently completed this lovely sampler lap quilt.



THERESA RENICO
QUILTER

Theresa Renico has more recently taken up the quilting hobby. This project consists of a tablecloth and matching placemats.



LUCY ALLARD
SEAMSTRESS

Lucy Allard lives in Tacoma and has honed her skills as a seamstress for many years. She graciously made beautifully finished shopping bags for the PNR Holiday Silent Auction. Karen Hutchinson bought several and says that the bag often elicits compliments when brought to her local grocery store!



SUZANNE DOBRIN
WEAVER

Suzanne Dobrin and her husband Roy Dunbar live on Whidbey Island where artists are plentiful and the local Weavers Guild has over 100 members.

Suzanne has been weaving for over 20 years and is also an avid knitter and seamstress. The current project on her loom is a lovely set of tea towels.



TED BARBER

Long time Cadillac & LaSalle Club and Pacific Northwest Classic Car Club member Ted Barber passed away September 4th at the age of 89. Ted had suffered a stroke in 2010 leaving him severely paralyzed on his left side which kept him from doing much on his own, especially driving their 1940 Cadillac 72 Series that he genuinely loved.

Ted served these clubs in various capacities since the 1970s including serving as Secretary to the PNR-CCCA board until 2010. Ted and Beth were fixtures of the club participating in most of the club tours, early CARavans and local Grand Classics where his knowledge of Classic Era Cadillac cars was a valuable resource for the judged events. Ted also gladly helped other owners with details regarding their cars.

Ted was preceded in death by Beth in 2015 and is survived by their daughter Chris (Jesse) LaJeunesse.



Picnic at Beauterrre

On Saturday September 26th, Pacific Northwest car afficiandos gathered again for comaraderie at the Dochnahl's lovely estate in Renton. As usual, the food and drink were delicious, the cars were interesting and the music was great! Most of all, however, was the opportunity to have some "real" face time with our friends and car buddies. Zoom allows a two dimensional experience but it has no soul. So, it was apparent from the joyful interaction of the participants at the Dochnahl's party that many were exhilarated by the authentic humanoid contact!

Two awards went to those responsible for bringing this party (and others) to fruition. William Howard's award was for organizing great car events, and Bernie and Denny Dochnahl received an Oscar for hosting great parties! Both awards are well-deserved.

The only Classic driven to the event was the Packard shown in the below photo and it came all the way from Beaverton, Oregon. This was the '37 Packard 12 1507 Club Sedan owned by John and Margy Imlay (previously owned by Bob Newlands and Jan Taylor.) While the locals left their Classics at home because of some rain drops, John and Margy put us to shame by driving the Packard about 350 miles round trip to attend the party.

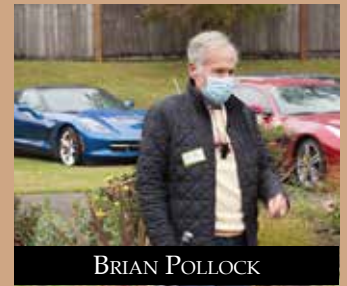
~ Sandi McEwan

PNR-CCCA Attendees

Renee & Pat Crist, Stan Dickison, Howard Freedman, Jerry & Keenon Greenfield, William Howard & Jamei June, Marty Kulina, Steve Larimer, Brown Malony, Al & Sandi McEwan, Paula Morrier & Tom Astrof, Kim Pierce & Kristy Ryan, Brian & Randy Pollock, Bill Smallwood, Jerry & Colleen Tiberio, Maurice Whitney, Conrad Wouters & Glenna Olsen



BERNIE & DENNY DOCHNAHL
RECEIVING THE OSCAR FOR HOSTING GREAT PARTIES!



BRIAN POLLOCK



SANDI & AL MCEWAN



WILLIAM HOWARD
RECEIVING THE MEDAL FOR GREAT CAR EVENTS!



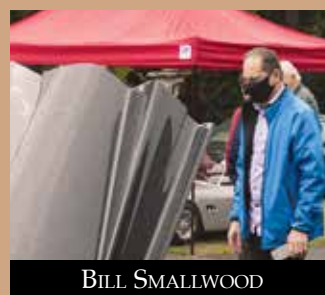
TED & KATHY VANDER HOEK



BROWN MALONY



KIM PIERCE & KRISTY RYAN



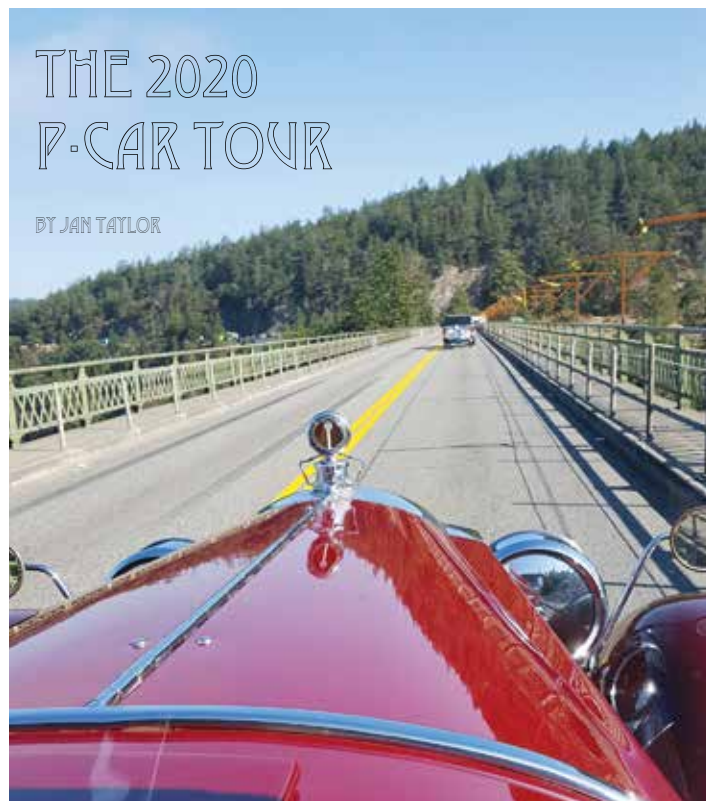
BILL SMALLWOOD



MARTY KULINA & CONRAD WOUTERS



A PLETHORA OF FERRARIS AND A 1937 PACKARD CLUB SEDAN



In what may turn out to be our only tour this year (due to the pandemic), we joined the hub and spoke “P-Car” Tour, sponsored by the Pierce-Arrow Society in Oak Harbor, on Whidbey Island, August 12-15. Rich & Margaret Anderson, in their 1918 Pierce-Arrow 34 touring, were this year’s tour leaders. Three of the eight cars that participated belong to PNR members including Bob LeCoque’s 1938 Packard twelve club sedan (with navigator Craig Christy), Barrie and Karen Hutchinson’s 1948 Jaguar Mark IV drophead coupe (“Puma” for this tour), and our (Bob Newlands’ & Jan Taylor’s) 1927 Packard 7-passenger touring. PNR member Scott Anderson was the navigator in an original 1918 Cadillac. The weather was perfect, and we all had a great time touring three counties (Island, San Juan and Skagit) over four days.

Day 1: Cars arrived one by one at the Best Western and we greeted old friends and new. The first afternoon we took off

on an hour tour around the north end of Whidbey Island, coming back to Oak Harbor for dinner on our own. In these Covid-19 times, there were no group meals.

Note: We joined up with Bobby and Craig in their room, where Chinese was delivered and enjoyed by all. We carefully kept our distance and avoided shared utensils.

Day 2: Each morning, we met for a driver’s meeting in the hotel conference room, all masked with hand sanitizer readily available. Hotel guests had a “grab and go” breakfast, while the local Whidbey Islanders commuted from their homes. A bright and early start was required to board the Anacortes ferry for a ride to San Juan Island. It was an absolutely gorgeous day, sunny and clear. We drove all over the island, and lunched outdoors in Roche Harbor before motoring back to Friday Harbor with time enough to fill-up with non-ethanol gas, enjoy an ice cream cone on the boardwalk and peruse the local bookshop before the return ferry trip.

Note: The bookstore was a cute little cottage with a ribbon up at the door, so only one or two people could enter. Hand sanitizer just inside, and masks of course. I got the place to myself and managed to find 8 books on my list. The owner even helped in my search. A definite find!

Day 3: We again headed north over the Deception Pass bridge and then to La Conner, a very cute old-fashioned town, on all backroads. We found a row of back-in parking spaces directly opposite “Nasty Jack’s” antique store creating a mini car show at one of the main corners in town with five of the “old” cars. Another picture perfect day for exploring the shops and dining al fresco. After lunch, the group returned to the hotel and split up into different groups from the first night for dinner on our own once again.

Note: At Nasty Jack’s, Bob and I found the perfect dining room table to fit our narrow room, and made friends with the owners, Gary & Marlo. They personally delivered the table 2 weeks later, and we drove them around Whidbey in the rumble seat (they’d never been in one) of our 1935 Packard super 8 convertible coupe. Stopped at Ciao for a delicious lunch (see below.)

Day 4: We drove the length of Whidbey Island staying almost entirely on side roads. We had a nice surprise in the



L-R: 1948 Jaguar, 1937 Packard (nc), 1938 Packard, 1937 Packard (nc), 1918 Cadillac, 1918 Pierce-Arrow

morning with an offer of coffee and sweets, made by Mark Laska, owner of Ciao in Coupeville, friend of the Hutchinsons, and lover of "old" cars. He greeted us all with free "swag" (bright orange Ciao facemasks), fabulous homemade pastries, and rich coffee. Motoring on down the island, we passed beautiful gardens, wineries, gorgeous views, and some comical yard art. We ended up in the seaside town of Langley for lunch.



Hutchinson's 1948 "Puma"
(aka Jaguar)

Note: Bob and I had passengers for the day, the Morgans, whose Pierce-Arrow failed to proceed the night before. With the back seat so far from the front one, and a divider window between us, the touring car was the perfect vehicle for social-distancing. We even ate our picnic lunch in the car, with Bob sitting on the running board in the shade.

That afternoon we opened our shop for the group. Bob had all our cars facing outward for viewing and also offered rides in the touring car. People were



Craig Christy, Bob LeCoque & Bob Newlands in front of Bob's 1927 Packard

able to wander at their leisure or find a cool spot in the shade to relax. Next we toured over to the Anderson's home, where their pre-Classic Brass Era cars were on display. Margaret served three flavors of ice cream to us all, and we could walk over and see the progress on their new home under construction.

The tour ended with us slowly returning to our cars and waving goodbye, as we returned to either our homes or the hotel.



Tour-leader Rich Anderson's 1918 Pierce-Arrow and 1918 Cadillac with Scott Anderson as navigator.



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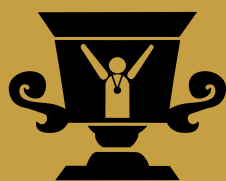
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Editor's Note:

As you may recall, we featured four stunning "early" Cadillac V-16s in our last issue. In this issue, we continue the story with two "late" V-16s belonging to PNR members Tom Hamilton (1938 Town Sedan) and Gordon Cochran (1939 Town Car). Both of these cars have storied histories.

I asked Bill Deibel to explain to me the difference between a Town Sedan and Town Car. His explanation follows:

A pretty universal use of the term "town car" by most, if not all manufacturers and body builders, is a 4-door sedan with a removable top section over the driver — front seat and top typically covered in leather, mostly otherwise a limousine, but sometimes a 5-passenger like Karel's old '42 Cadillac. A "town sedan" is a less than consistent style depending on the manufacturer or body builder. In the case of Cadillac V16s 1938-40 it is a 5-passenger 4-door sedan with blind rear quarters beyond the rear doors and an all metal roof. The same car for \$300 more came with a leather covered roof, possibly smaller rear window and was called a "formal sedan."

Also featured in this issue is Brad Ipsen's 1940 Cadillac Sixty-Special that was custom-built for William "Bill" Knudsen, President of GM from 1937 to 1940. The "late"

model V-16s were built under Knudsen's leadership and while Brad Ipsen's 1940 Sixty-Special is a V-8, it provides the opportunity to tell the story of both an amazing car and an amazing man. In addition, we included information on two interesting V-16s that were custom-built for Knudsen - an "early" 1934 Aerodynamic Coupe and a "late" 1938 Fastback Limousine.

Thanks to Tom Hamilton, Gordon Cochran and Brad Ipsen for contributing their stories to this issue.

My thanks also go to David and Adele Cohen for sharing their incredible adventures in India with their 1936 Rolls-Royce. They completed the tour just before Covid closed down world travel and I loved being an arm-chair traveler on such a unique journey.

And thanks to Laurel Gurnsey, Sandi McEwan, Brian Rohrback, and Jan Taylor for contributing articles.

Finally, this issue contains notice of the passing of two long-time PNR members - Jack Goffette and Ted Barber. Each will be missed for his friendship, passion for the hobby and extensive knowledge of our treasured Classic Cars.

Karen Hutchinson



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