

The **ARIZONA** Classic
Roadrunner



**Meet Your Club: The Lillards; Upcoming
Region Events; European Classics: Bugatti**



**Lee & Sandi Gurvey's 1947 Cadillac 75
At The Martin Auto Museum Tour**

Classic Car Club of America, Arizona Region—Summer 2012

Arizona Region Classic Car Club of America

2012 Board of Managers

Director	Ed Winkler	480-998-5437, email: edwinkler@cox.net
Asst. Dir.	Kevin Cornish	602-368-5821, email: kcornish@navigantconsulting.com
	Gary Capra	480-860-1610, email: gary_capra@yahoo.com
	Neil DeAtley	480-614-8046, email: pmdchaco@aol.com
	Bob Messinger	480-595-2714, email: dmessin609@aol.com
	Dee Pellegrini	480-419-1137, email: deexlr1962@gmail.com
	Al Pelletier	928-474-5249, email: falconcrestinn@yahoo.com
	Marvin Price	480-429-9500, email: mp@marvinprice.com
	John Vander Heide	480-575-3240, email: pjjsvh@aol.com
Treasurer	Rich Hull	480-802-5308, email: rhull10@WBHSI.net
Secretary	Sharon Briskman	480-948-6901, email: sbsez@msn.com

Committees of the Region

Activities	Bd. of Managers
Publications/Web	John Ossenfort
Membership	Gary Capra
Hobbyist Council	Marv Price

Mailing address: AZ Region CCCA, Ed Winkler, 6331 E. Berneil Lane, Paradise Valley, AZ 85253

Contributors this issue: John Ossenfort, Dee Pellegrini, Ed Winkler

Check out our website at: www.arizonacc.org

In This Issue:

Message from the Director	Page 3
AZ Region Events Calendar/National CCCA Events Calendar	Page 4
News Flash/Member News.....	Page 4
Arizona Region Upcoming Activities	Page 5
European Classics A to Z: Bugatti	Pages 6-8
Meet Your Club: Dale & Marilyn Lillard.....	Page 9
More Photos From Spring 2012 Activities.....	Pages 10-12
Third Thursday Dinner	Page 12
2012 Copperstate 1000 Cars	Page 13

On the front and back covers: Front: Lee & Sandi Gurvey's 1947 Cadillac Series 75 at the Martin Museum Tour in March (photo by Dee Pellegrini). Back: Dale & Marilyn Lillard's 1932 Lincoln KB Speedster by Holls at Classics Under The Stars in February (photo by Ed Winkler)

Four Roadrunner issues planned for 2012: January-February, March-April, Summer, and November-December. Contact the editor, John Ossenfort, at ossenfort@msn.com or 928-913-0005.

What is a Full Classic[®] Car? *A Full Classic[®] as defined by the Classic Car Club of America is a "fine" or "distinctive" automobile, American or foreign built, produced between 1925 and 1948. Generally a CCCA Classic was high priced when new and was built in limited quantities. Other factors including engine displacement, custom coachwork and luxury accessories such as power brakes, power clutch, and "oneshot" or automatic lubrication systems, help determine whether a car is considered to be a "Full Classic[®]". The complete list of the Club's recognized classics may be obtained by writing the Classic Car Club of America, 1645 Des Plaines River Rd., Suite 7, Des Plaines, IL 60018.*

Purpose of the Classic Car Club of America, (CCCA): *for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign or domestic motor cars built between and including the years 1925 and 1948, and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among the members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic cars.*

A Message from Region Director Ed Winkler



It will not be long before those club members who vacated the Valley of the Sun for cooler climates return for our wonderful fall weather as well as for a host of automotive activities. But first, a recap of the summer is in order.

I now feel like I'm a fully initiated member of the CCCA. In May, Karen and I ventured off to Michigan and Indiana to indulge ourselves in automobilia. We spent a day at Hickory Corners and the Gilmore Car Museum. I have read many articles in the "Classic Car" about the CCCA Museum at Hickory Corners. I have not read an article or seen photos that do the facility justice.

The founder of the Gilmore Museum was Donald Gilmore, former CEO of Upjohn. Rumor has it that the relationship Mr. Gilmore had with Walt Disney led him to buy 90 acres at Hickory Corners and build a Disneyland for auto enthusiasts. The Gilmore Museum was opened to the public in 1966. You can also visit additional museums sponsored by the CCCA, Cadillac-LaSalle, Franklin, Pierce-Arrow and soon the Model A Ford Club. Most of these facilities are in 19th century barns that have been moved to the property and meticulously restored to serve as automotive museums. All of this in addition to the Gilmore Mu-

seum! It is a beautiful country setting that must be experienced by every car guy or gal. Did I mention the antique Shell Gas Station and 50's Diner?

We also visited The Henry Ford Museum, Greenfield Village, Sloan, Chrysler and Auburn-Cord-Duesenberg Museums. So if you are looking for a tour guide, please give me a call - I'm ready to go back...

Speaking of museums, the 2013 Annual Meeting of the CCCA will be in Pasadena, CA from February 27th through March 3rd, and our club will make an earnest effort to participate. Check out the April issue of the Bulletin for the details. This is an opportunity to visit every car-related collection in the L.A. area. Planned trips include the Nethercutt, Scherr, Petersen, Weiss, Mullin, Malamut as well as Getty, Reagan Library, Huntington, and Gene Autry Museums. What a great opportunity to visit these outstanding museums. I hope many of you plan on Pasadena in February/March.

We have a full schedule of activities planned for the fall and winter, some of which you can read about in this issue. Looking forward to another great "Classic" season in the desert.

Ed



News Flash

If you do not receive emails from the Board regarding upcoming events then we either do not have your email address or the email gets sent to your “spam” or “junk” file. You can send an email to edwinkler@cox.net to ensure you are getting Region email notifications. You can also check the directory for the email address you have provided to the Region. We will use the email notification system only to notify you of important Region information.

MEMBER NEWS

Congratulations to member Phil Terry on his recent election to the Cadillac-LaSalle Club Board of Directors. Phil will serve for the 2012-2014 term.



2012-2013 Arizona Region Event Schedule

Date	Event	Time	Contact
October 18	Third Thursday Dinner At Buster's On The Lake	6:30	Pellegrini
October 27	Drive & Dinner at Falcon Crest Inn, Payson	Depart 12:30	Pelletiers
November 17	Annual Region Meeting, Orange Tree Golf Resort	11:30	Winkler
December 1	Annual Holiday Party, Capras'	TBD	Capra
Jan. 20, 2013	Auction Breakfast, Country Club at DC Ranch	TBD	Capra
Mar. 9, 2013	Classics Under The Stars, The Pavilions, Scottsdale	3:00	Briskman
Mar. 21, 2013	Region Dinner Party Cooked By Kerry Warrick, Briskmans'	TBD	Briskman
Apr. TBD, 2013	Joint Meet with Cadillac-LaSalle & Packard Clubs	TBD	Pellegrini/ Briskman

National CCCA 2012-2013 Events

CARavans:	
September 7-16	An Oregon Adventure (Oregon Region)
Grand Classics:	
September 22	Indiana Region
Other Events:	
Feb. 27-Mar. 3, 2013	CCCA Annual Meeting, Pasadena, California

Arizona Region Upcoming Activities

Welcome back to all for the start of another exciting Arizona Region fall-winter-spring activity calendar! Several new activities as well as some old favorites are included, so get those Classics in shape and ready to roll!

In late October we'll have our first activity: a drive to cool Payson for a dinner at Al & Linda Pelletier's Falcon Crest Inn. Lobster and prime rib are promised. Meet at 12:30 PM on Saturday, October 27th, at the Fort McDowell Casino hotel parking lot for the drive up the Beeline Highway.

In November we'll meet at the Orange Tree Golf Resort in Scottsdale for our Annual Region Meeting and (of course) lunch on Saturday, November 17th at 11:30 AM. Seems like the Annual Meeting is one place where you get to see all your old friends who aren't up for the longer drives, so don't miss it.

What would December be without the Region's Holiday Party? This year it will be back to the Capras on Dec. 1st for more delicious food and fun. Don't forget your white elephant gift for the gift exchange...and would whoever has the ice skates please bring them back? We hate to lose a tradition.

Another popular favorite is back again in January—the Auction Breakfast at DC Ranch. It will be on Sunday, January 20th—the last day of the auctions—and a special effort will be made this year to advertise it to all CCCA members nationwide. Expect a big turnout this time. What's not to like—prime rib for breakfast?

You may have noted that our October activity has changed from our earlier plans last spring. We had discussed a bus trip to southern California to visit the Nethercutt and Mullin Auto Museums and the Reagan Library. Subsequently, National CCCA

announced the details of their next Annual Meeting, to be held in Pasadena. Our planned visits, as well as more than a half-dozen other great museums, are on their schedule. So we now encourage everyone to attend the Annual Meeting on February 27 to March 3. If you've never attended an annual meeting, this would be a great one to start with. (The next one might be in Buffalo in January!). Don't worry—you won't be spending a lot of time sitting in an auditorium listening to boring speeches. Check out the April bulletin (or the upcoming issue) for all the details, and sign up now.

On Saturday, March 9th, we'll have a third Classics Under The Stars get-together at The Pavilions in Scottsdale, with dinner following. Let Sharon Briskman know you're bringing a classic and meet next to the McDonalds at 3:00 PM. If you've ever visited The Pavilions on Saturday evening, you know what it's normally like—exciting cars as far as you can see. For this event, we get to park our classics all together and we usually attract quite a crowd. We'll also present a check from the Region to the Ronald McDonald House charity.

Most members remember with pleasure the Spring Steak Fries. This season, a variation on this is planned—a meal on March 21st held at Sharon and Barry Briskman's and cooked by Kerry Warwick. Details are still being worked out—keep your eyes peeled for further details.

Finally, planning is under way for a joint meet of the CCCA Region, the Packard Club and The Cadillac-LaSalle Club, to be held sometime in April. This new and final event of the spring will give us a chance to see some fabulous cars, classic and non-classic. Sounds like a great way to wind up the car season in the Valley.

Mark the dates on your calendar now—there will be more information forthcoming in mail and email flyers and later editions of the Roadrunner.



European Classics A-Z:

Bugatti:



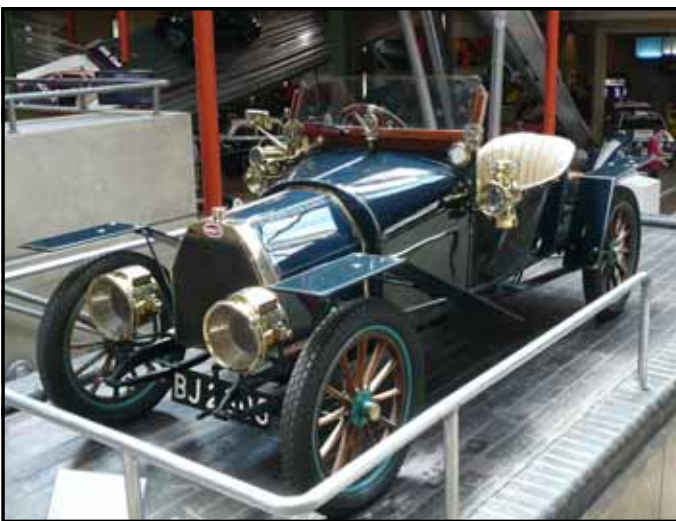
“Pur Sang” Automobiles

By John Ossenfort

In 1909 a 28-year-old Italian-born Frenchman named Ettore Bugatti formed an automobile company in Molsheim in Alsace (then part of Germany). Although he had no technical training (his father was a noted furniture and jewelry designer and his brother a sculptor), he had produced a few automobile designs for other early companies, notably Baron de Dietrich.

Bugatti followed several principles throughout his career. First, he sought always for lightness: “weight is the enemy”. He designed his cars like an artist, cleanliness of line being as important a feature of his engines and his cars as their engineering. He always used the finest materials and took extreme care in the building and finish of the automobiles. As a result, every Bugatti is among the most sought after classic cars in the world.

His company’s first car was the Type 13, a small lightweight 4-cylinder 1.4 liter voiturette racing car with a 79-inch wheelbase. The engine was based on the Type 10, which he had designed and built in his



1910 Bugatti Type 15 (n/c) in the National Motor Museum, England. The Type 15 has a 94-inch wheelbase rather than the 79-inch one of the original Type 13.

basement in 1908 and 1909. Five examples were built initially and Bugatti entered one in the 1911 French Grand Prix, taking second place. Variations of the Type 13 with different wheelbases and body styles were the Types 15, 17, 22 and 23. The Type 22 introduced the iconic Bugatti oval radiator in 1913. (The famous “Bugatti in the lake” is a 1925 Type 22). In 1914 the engine was further refined by creating a 4-valves per cylinder head, one of the first ever, and increasing the engine to 1.5 liters. But production was interrupted by World War I.

After the war Bugatti entered his pre-war Type 13s in a number of races. His reputation grew immensely after his cars finished 1-2-3-4 in the 1921 Brescia Grand Prix. Subsequently, all Bugattis with the 4-valve head were dubbed “Brescia”. A tourer version of the Type 13, the Type 23 Brescia, became the first full production Bugatti, with some 2000 examples by 1926.



Top: 1922 Type 13 Brescia Sport Racing
Above: 1921 Type 22 Brescia, the same model as the “Bugatti In The Lake” now at the Mullin Museum

In 1922 Bugatti designed a 2-liter 8-cylinder race car with 3 valves per cylinder, known from its body

design as “Le Cigare”. Although this racer was not as successful as hoped, it was the basis in the 1920s and early 1930s of a proliferation of different Bugatti road and race cars. The engine reached its ultimate development with the Type 35 racer and its derivatives from 1924 to 1930. The various Type 35 2-liter and 2.3 liter models and the reduced 1.5-liter Types 37 and 39 won more than 1800 races and claimed the 1926 Grand Prix World Championship. The French Blue Type 35 is the model that most classic car enthusiasts think of when “Bugatti” is mentioned. Road cars based on these race car engines and chassis included the Types 30, 38, 40, 43, 44 and 49.



Above: The legendary 1926 Bugatti Type 35C Grand Prix Racer
 Below: 1928 Bugatti Type 44 Cabriolet



Another iconic Bugatti road car was the Type 41, better known as the Royale. This huge car had a wheelbase of 169 inches, a total length of 21 feet and a weight of 7000 pounds. The massive straight-8 engine displaced 12.7 liters and generated almost 300 horsepower. Although only six examples were built between 1927 and 1933, the stories surrounding the model and the individual cars would take hundreds of pages to recount.



Above: 1929 Bugatti Type 41 Royale Coupe De Ville, Binder
 Below: 1929 Bugatti Type 46 Faux Cabriolet
 Bottom: 1932 Bugatti Type 55 Roadster



Meanwhile, more realistic road cars, the Type 46 and 50, still used large 8-cylinder engines of 5.4 and 5 liters respectively. Built from 1929 to 1939, these cars have a more modern design, showing the influence of Ettore’s son Jean, who effectively took over Bugatti automobile design in 1930. His design of the Type 55 roadster (1932-1935) displayed his talent. This classic 1930s roadster used a 2.3 liter supercharged engine and a chassis from the Type 54 Grand Prix car.

But Jean's ultimate creation was the streamlined Type 57 and its variants, produced from 1934 to 1940. The engine was a 135-horsepower 3.3-liter straight eight; its chassis featured hydraulic brakes (over Ettore's objections). The Type 57S had a lowered body and modified suspension, and the two Type 57SCs built added supercharging. (Many of the 57S models subsequently had supercharging added by the factory at the owner's request). His masterpiece, the 57S Atlantic, is considered by many to be the most beautiful pre-war car ever made. Only four examples were made, two of which survive. The car is easily identified by its dorsal seam. The Type 57 Atalante, seventeen of which were built, is similar to the Atlantic but lacks the fin and has a one-piece windshield.



Some Type 57 variants:
 Top: 1937 Bugatti Type 57 Cabriolet, Stelvio
 Above: 1938 Bugatti Type 57SC Roadster, Corsica



Above: 1936 Bugatti Type 57SC Atlantic Coupe
 Below: 1933 Bugatti Type 57SC Atalante Coupe—notice the lack of a fin and the flat windscreen.



In 1939, Jean Bugatti was testing a Type 57 race car on a closed road. Swerving to avoid a drunken cyclist who had trespassed onto the track, he was killed. This loss of the future heir effectively marked the end of the classic Bugatti. During World War II, the Bugatti factory was taken from Ettore's control and he died in 1947.

All Bugattis from 1925 to 1948 are classics except the Types 52 ("Baby Bugatti") and 68 (micro-car). There are 49 Bugattis listed in the 2012 CCA Handbook (11 4-cylinder and 38 8-cylinder). Two Bugattis are owned by an Arizona Region member.



Ettore Bugatti

MEET YOUR CLUB:

MEET THE LILLARDS

By Ed Winkler
Photo by Dale Lillard



This month's "Meet Your Club" interview is with Dale & Marilyn Lillard. Dale hales from Albuquerque, New Mexico, and has lived in the Valley since his graduation from UNM where he earned a degree in electrical engineering. As a youth, Dale rebuilt Chevy six-cylinder engines at his grandfather's shop. This early training gave him the technical knowledge that is so basic to the maintenance of our wonderful "Classics". After graduation, Dale was off to Phoenix and joined Motorola where he spent the next 8 years. He then moved on to Lansdale Semiconductor and soon found himself as president. There he transformed Lansdale from a semiconductor company to an aftermarket integrated circuit supplier with major contracts to the military. In 1987, Dale purchased Lansdale and today is president of his own successful technology company.

Dale's first experience with collector cars began with a 1965 Mustang GT Convertible; naturally it is red and fully restored with all of today's creature comforts. In the same garage lives a Ford "GT40", purchased new; Dale has driven this mid-engined super car 37,000 miles. The GT40 has made many

laps of the road course at Phoenix International Raceway (PIR). Yes, you guessed it: Dale loves to drive his collector cars and keeps each one in tip-top shape. The Copperstate 1000 is one of the Lillards' favorite events, having completed seven. It is not unusual to see Dale by the side of the road helping a participant get his car back in service. Those years of engine rebuilding have come in handy when he finds someone in need of troubleshooting.

The Lillards' latest purchase, via e-Bay, was a 1957 Corvette - this car was for Marilyn. Isn't it fun when your wife is a "car gal"? Dale and Marilyn currently own three "Classics". Dale's father restored a 1936 810 Cord Westchester Sedan and a 1935 Auburn 851 Phaeton; both cars are now in Dale's collection. One of their most stunning cars is a 1932 Lincoln "Boat Tail Speedster" (see back cover). Lincoln never built such a car, but Marilyn's cousin designed and built it, then sold the Speedster to Dale and Marilyn. In 1999 the Speedster placed 2nd at the Pebble Beach Concours d'Élegance.

Some people have difficulty discovering the delicate balance between driving and just admiring their "Classics". The Lillards have found that balance. They well understand that these are machines, and as such, need to be exercised regularly, otherwise they fall into decay. Dale's four children, three boys and a girl, enjoy their dad's hobby. It is always comforting to know that our prized possessions will be cared for by the next generation, as Dale has cared for his dad's "Classics".

Of the "Classics", Dale says the Auburn is the easiest and most fun to drive; although he admits that the Cord, because of its aerodynamics at speed, is a wonderful car to pilot. All the cars will find a new home soon in the six-car garage the Lillards are building behind their Arcadia home. What a palace, with A/C, heat and naturally a complete work shop!

The Lillards are true car aficionados and have been for generations. Dale's mother and her new husband still attend car events in New Mexico. There must be gasoline in those genes...

More Photos From Some Of Our Spring 2012 Activities

Photos by John Ossenfort, Dee Pellegrini
& Ed Winkler

FEBRUARY: CLASSICS UNDER THE STARS



Top; Lisa Capra signs up new members, unaware that "Jaws" (AKA the Gurveys' 1947 Cadillac 75) is about to swallow her whole. Above: Joanne & Jim McDowell with Gary Capra in front of Gary's ever-present 1937 Lincoln 12 Limousine.



Top: Joanne & Jim McDowell's lovely 1937 Packard Victoria, Dietrich, attracted lots of attention. Middle: Duane Gunn with his 1940 Packard 160 Touring Sedan. Bottom: The ladies really run this show: Joanne McDowell, Dee Pellegrini, Lisa Capra and Sharon Briskman

**MARCH:
MARTIN AUTO MUSEUM**



Top: Ed Winkler collects the ladies: Dee Pellegrini, Sandi Gurvey & Nancy Ingler
Middle: Jane & Bill Podsedly enjoying the museum
Bottom: More ladies: Jane Short, Sharon Briskman, Karen Winkler & Terri Warrick

**APRIL:
MUSICAL INSTRUMENT MUSEUM**



Top: Kevin Cornish checks out the Elvis display; Bob Messinger looks "all shook up".
Middle: Another of the spectacular exhibits—this one from Sri Lanka
Bottom: Toni & Kevin Cornish watch a performance video



Left Top: Barry & Sharon Briskman listening to some of the local Valley musicians. (They swear that Gin Blossom is a band, not a drink).
 Left Bottom: Wouldn't this guy make a great guard for the Classics on our tours? This display greets you at the top of the escalator.



REMINDER
 The Arizona Region of the CCCA
 invites you to
Buster's Restaurant on the Lake
 Thursday, October 18th
 6:30pm
 (There will be separate checks)
 8320 N. Hayden Road
 Scottsdale, AZ
 480-951-5850

The following Third Thursday dinner will be on
 November 15th. See you there!

2012 Copperstate 1000 Cars

Photos by John Ossenfort

The Copperstate 1000 this year had some interesting vehicles but seemed to be a bit light in the Classic department. I only discovered three of them at the Inn Of Little America in Flagstaff on April 15th, two belonging to members.



Top: Region members Dale & Marilyn Lillard drove their 1935 Auburn 851 Phaeton on the 4-day 1000-mile trip.

Above: Another Arizona Region car— Jim & Joanne McDowell's 1937 Packard Victoria by Dietrich.

Both drivers braved the elements in their convertibles, but although chilly, they arrived one day after a white-out blizzard had passed through the area. Good timing!



Above: The driver of this Speed Six Bentley is unknown, but is probably suffering from frostbite. Is this the real thing or one of the replicas?

Below: The Auburn on the road in Phoenix



Roadrunner Advertising

Ads by Arizona Region members for classic cars or classic car parts or accessories are free.

Other ads per issue of the *Roadrunner*.

Business card (3.5 x 2") \$6.00; quarter page

\$12; half page \$20; full page \$40. **Ad fees payable in advance.**

Contact John Ossenfort, 928-913-0005 or ossenfort@msn.com. **The Roadrunner is published 4 times per year.**

Arizona Region
Classic Car Club of America
24163 N. 91st St.



Dale & Marilyn Lillard's 1932 Lincoln KB Speedster by Holls At Classics Under The Stars

