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December 21, 2017

First off, I have to thank you for your interest in having me do this research work for you and for your extreme patience with me during the busy summer season which was also concurrent with a lot of my IF material being packed up during my pending move from Massachusetts to North Carolina.

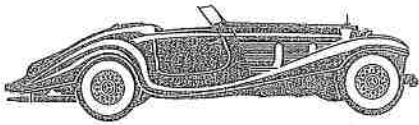
Please consider this an interim report, as I am still waiting to hear back from some of the sources I have reached out to along with members of the families of previous owners who are often a valuable source of information.

This summary report represents most information that I have on your car, which I think represents some valuable insight given you are contemplating a restoration. Nonetheless I will continue my pursuit of information and share my findings as they come along and of course update this report accordingly.

Respectfully,

Jonathan Sierakowski

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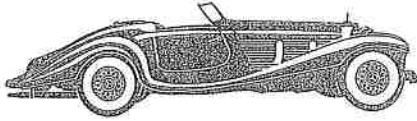
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RESEARCH SUMMARY

1930 Isotta Fraschini
Tipo 8A S Roadster Cabriolet
Coachwork by Castagna
Chassis no. 1657
Motor no. 1657

Prepared For

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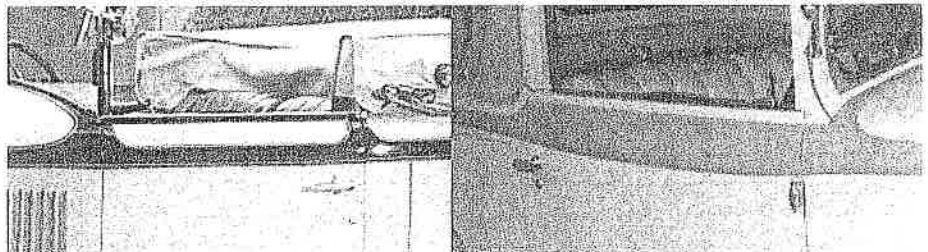
This report was commissioned by Mr. Walt Bender as a historical inquiry on his recently-acquired 1930 Isotta Fraschini with coachwork by Castagna. Nearly a third of the eight-cylinder Isotta Fraschini produced were sold new to the United States. There were two distributors, located in Chicago, Illinois and New York, New York. The New York distributor was called Isotta Motors, Inc. and located on 119 West 49th Street in New York City. Chassis 1657 was delivered through Isotta Motors of New York as evidenced by the delivery plate on the driver's side of the dash.

The dating of Isotta Fraschini cars has long been a matter of subjective interpretation. Delivery records are incomplete at best, and the information which does exist is not always complete. What delivery records that did survive were published in Isotta Fraschini by Angelo Tito Anselmi, in 1977. The source of the published information was presumably a factory sales ledger that does not account for every chassis produced, but did sometimes give a delivery date for the chassis that were represented. It is not always a reliable source, as the ledger sometimes lists multiple clients for the same car, likely the result of an order being recorded and subsequently cancelled. Earlier historians assumed that cars could be firmly dated by the chassis number series but this method too is inconsistent. As this discussion relates to chassis 1657: the car has been identified consistently throughout its life as a 1930 model, and the delivery records in Isotta Fraschini do indicate a number of closely-numbered cars being delivered in 1930.

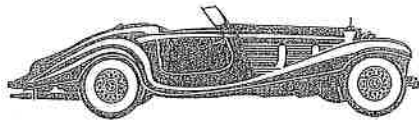
Similar confusion exists with model identification. While the Tipo 8, 8A, and 8A S are relatively straightforward to distinguish, there is a dearth of information about what firmly constitutes the performance 8A SS variant. No "black & white" information was published by the factory, and what was published was inconsistent at best. Examination and analysis of the 100 or so existing eight-cylinder Isottas is confounded by cars which were legitimately upgraded in period. Chassis 1657 should be identified as a Tipo 8A S, as identified most easily by its polished aluminum intake manifolds. (The earlier Tipo 8A had smaller carburetors that mounted directly to the block, as was also found on the Tipo 8). Horsepower for the 8A S is quoted around 110-120 horsepower although again, printed information is inconsistent and unreliable and actual output may be higher.

It is worth noting that chassis 1657 is among the latest extant cars. The highest-numbered surviving car is 1714, and 1657 is 9th from there in term of survivors. It has matching chassis and motor numbers, a scheme which began somewhere after chassis 1603 and before 1625. There are three exterior features which are visually unique; first is a beltline that is completely unique among surviving cars in that the upper portion runs parallel to the top of the doors, rather than forming the typical Hibbard & Darrin U-shaped window reveal. Additionally, the lower portion dips down slightly and then back up to continue along the rear of the body.

Right: The typical Hibbard & Darrin door belt molding.
Far Right: The molding as seen on chassis 1657.



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NO TWO ALIKE!

"Individuality" is as actual in these smart bodies of ultra-luxury as in the newest creations of a Paris couturière!

The Isotta Fraschini of your choice, although strictly custom-built, is ready for immediate delivery.

NEW YORK:
119 WEST 57

CHICAGO:
846 RUSH STREET

ISOTTA FRASCHINI
MADE IN MILAN, ITALY

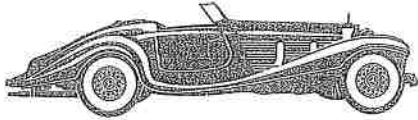
Left: Interestingly, chassis 1657 proves the point of "No Two Alike!" as depicted in this period advertisement, which shows the unique beltline.

Left: This close-up shows better detail of the rendering.

Second are the bumpers, an option seen on a handful of period photos and few surviving cars. The typical Castagna bumper would consist of two or three flat bars with a Castagna badge. The optional bumpers consisted of tubes that appear to be extruded with a scalloping, and capped with chromed "wing tips".

Right: The extruded tubular bumpers with wing tips can be seen in this period shot and (Top) on a late surviving Tipo 8B (Bottom). Note the upward angle of the lower tubes.



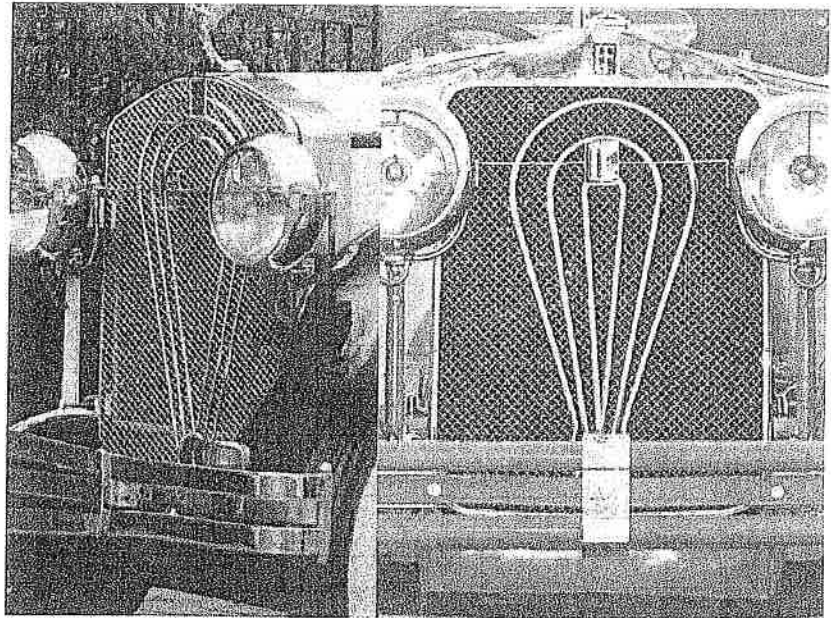


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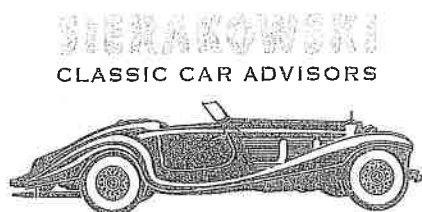
The third identifying feature is the radiator stone guard. Although not completely unique, no more than a handful of any particular design exist. It is not known if this element was original to 1657 or added during restoration.

Right: Concentric teardrop stone guard design as seen on chassis 1587 as compared to the one on 1657. Note slight difference in execution.



Historically, chassis 1657 has led a relatively obscure life but fortunately its ownership chain is largely intact. No delivery information is noted for this car in the back of Isotta Fraschini, but from the placard on the dash we know it was delivered via Isotta Motors in New York. According to local memory as recorded by previous owner Alfred Ferrara in the CCCA Michigan Region newsletter *Torque*, the car was originally owned by Mrs. Sterling, of the Sterling-Linder-Davis department store. This company was a major department store in downtown Cleveland which was founded in 1845. One of the so-called "Big Six" department stores of Cleveland, they collectively comprised one of the largest shopping districts in the United States. As part of outdoing one another in grandeur to receive public attention, Sterling-Linder-Davis was known for having the largest Christmas Tree in the country on display. Ferrara's article about the car also notes that the Sterling family lived down the road from the Ferraras and that her grandson Peter Robbins had been to visit the car while it was on display in during the Ferrara ownership and mentioned Mrs. Linder's ownership of not one but two Isotta Fraschinis makes this story all the more plausible.

The next link in the ownership chain comes from two sources. The first is early Isotta Fraschini historian Howe B. Willis. Howe Willis was born in 1902, and having been raised in a world of privilege, had a keen eye for quality. Thus, the Isotta Fraschini being not only a luxury conveyance but having the appeal of being European and constructed exclusively with bespoke coachwork, was quite fascinating for him. His son Paul noted that although his father was a young man in the mid-1920s when the family started buying Isottas, it was young Howe that influence the family car buying decisions. The Willis family would ultimately own seven Tipo 8A Isottas, and the indelible print they left on him would remain for the entirety of his long life, and he was fortunate to retain two of these cars until well into the postwar era.



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As the once-obscure hobby of car collecting became a full-blown phenomenon, groups of enthusiasts banded together to help each other with technical information and sourcing of parts. Howe Willis and another IF enthusiast from Pennsylvania named Ferris Alger banded together and formed the Isotta Fraschini Owner's Association. While keeping cars on the road was a priority, Willis was also interested in maintaining a register of known cars and documenting the ownership history of each.

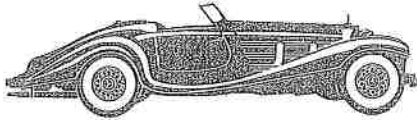
According to a letter on file from Willis, he states of chassis 1657: "This car was purchased new in Chicago in 1930 by Walter B. Wolf (sic) then sold to James S. Howard of Cleveland." Although Willis clearly states that the original owner was Walter B. Wolf, it is very possible that he was an early second owner. The Willis family are regarded as the original owners of at least four Isottas, but it is a little-known fact that they were actually the *second* owners of each, having purchased them as slightly used secondhand cars in the early 1930s. Both letters on file from Willis also make reference to an accident that the car was in which involved a telephone pole and three other American cars, yet the car drove home and damage was described as minimal; this is not surprising given how sturdily these cars and bodies were constructed.

Next comes an interesting reference from famed automobile collector D. Cameron Peck. Peck was the proprietor of a family dairy operation who would also be one of the most famous early American car collectors. Stories abound about the number of automobiles that Peck owned with some estimates ranging over 1,000, but a realistic estimate based on surviving documentation would be closer to 350. However, there is no question that he was instrumental in preserving many cars that would otherwise be destined for the scrapyards. He was also an early or founding member of the Veteran Motor Car Club of America, the Sports Car Club of America, and the Antique Automobile Club of America and was also the president of many of these organizations.

Peck was a true connoisseur, owning a number of important examples from the dawn of the automobile era through the classic era. His collection included multiple examples of the best foreign marques including Bentley, Mercedes-Benz, Hispano-Suiza, Bugatti (including two of the six Royales), and of course several Isottas. Peck also kept meticulous records of the vehicles in his collection which often help establish crucial early links in the ownership chains of his vehicles. The meticulous recordkeeping, particularly as it relates to purchase cost, inventory value, and sale price, was reportedly due to Peck's desire to keep one step ahead of the tax authorities, who were leery of his hiding his wealth in his car collection. Each vehicle in his collection was documented at the very least by an inventory sheet which documented the source of the vehicle purchase and key specifications.

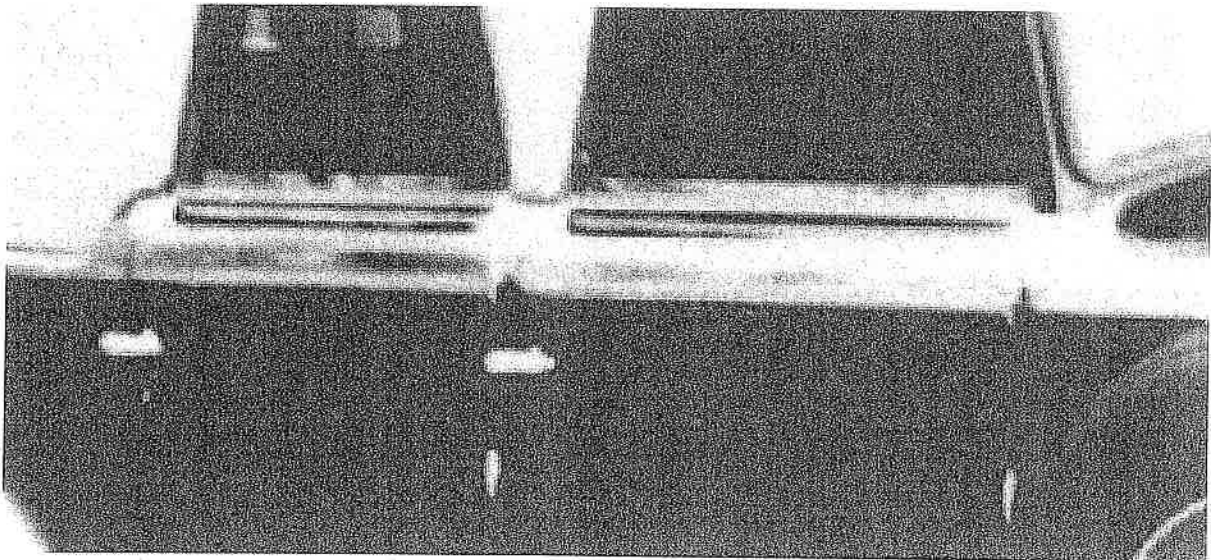
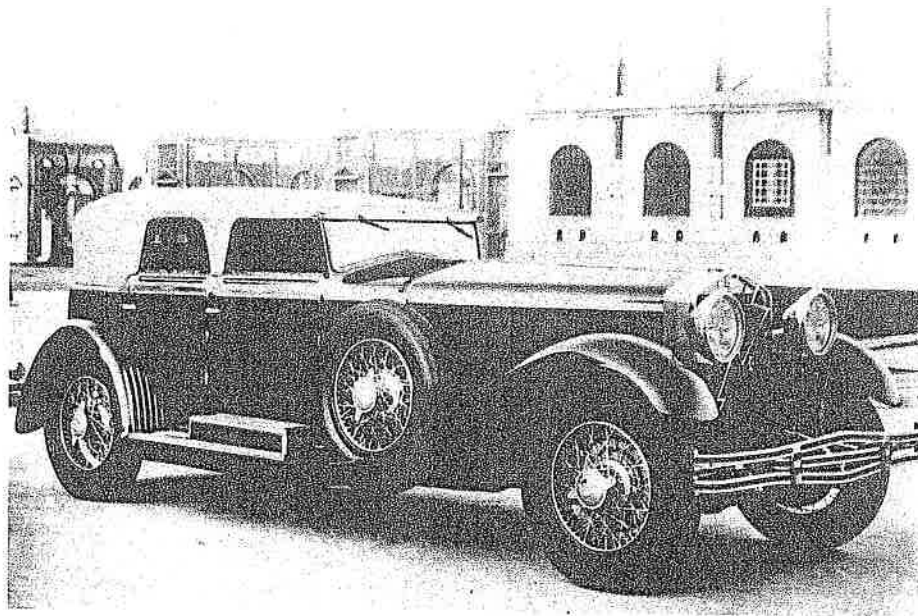
The inventory sheet on file from the archives of Peck notes that the car was purchased from Thomas B. Wolfe (sic) of Winnetka, Illinois and Preston Beard of Chicago. The sheet also notes a purchase price of \$550, and the car having wood artillery wheels with wheel discs. It is typical of Isottas that cars furnished with wheel discs were usually hiding wood artillery wheels rather than spoke wires as one might expect.

The colors are noted as being black with a "chrome stripe". Peck's inventory records were usually very specific, so the reference to a "chrome stripe" is indicative of reflective metal rather than something like



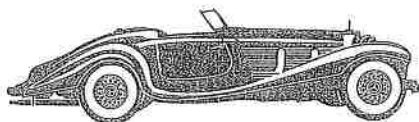
silver-painted beltline. It is more likely that the aluminum beltline was polished, and one which would be a significant and unique feature.

The idea of a polished belt molding on an Isotta may seem out of the ordinary, and fairly so as the author is not aware of any examples of any body style that exhibit this feature. It is however not without precedent as seen below. Pictures is the Castagna Transformable Torpedo displayed at the 1930 Milan Auto Show. A close-up of the image clearly shows that the belt molding is polished.



Above: The belt molding on this Castagna Transformable Torpedo was clearly polished.

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Frustratingly, the Peck file contains only the inventory sheet, with no dates, which is interesting in and of itself since usually there would be accompanying documentation pertaining to the purchase or sale of the car, and most often accompanied by photos, although early purchase and sales may not have this extensive information. The aforementioned accident may have been the cause for a lack of photo documentation. In any case the inventory sheet also notes the car being sold to a Dr. Sidney J. Stone of 10300 Carnegie Avenue in Cleveland.

Right: The undated inventory sheet for chassis 1657 from the D. Cameron Peck Collection.

AUTOMOBILE COLLECTION OF D. CAMERON PECK

Model	Isotta Fraschini	Year	1924
Make	Isotta Fraschini	Engine	8
Chassis	1657	Body	Coach
Color	Black	Valves	16
Weight	2,500 lbs.	Wheels	36"
Speed	100 mph	Transmission	4 speed
Engine	8	Current owner	Dr. Sidney J. Stone
Wheels	36"	Location	Cleveland, Ohio
Transmission	4 speed	Notes	

Sold to Dr. Sidney J. Stone
10300 Carnegie Ave.
Cleveland, Ohio

The next known owner, at least as of 1953, was James S. Howard of Cleveland, Ohio. During his restoration efforts, exchanged at least two letters with Basil Scully of West Groton, Massachusetts. Scully was the longtime owner of Tipo 8A chassis 1390, and a very clever mechanic who understood the Tipo 8A motor very well and who served as a source of insight for several Isotta owners. The correspondence from Mr. Howard also refers contact with Ferris Alger as well.

Howard never finished the restoration and sold it to Joe Loecy, Jr. of Chardon, Ohio in the late 1950s or early 1960s, who eventually finished the restoration and retained it for many years before selling it to Al Ferrara of Gates Mills, Ohio in 1984. The aforementioned Torque article mentions the 1984 purchase date and refers to his knowledge of the car from years earlier, referring to Loecy's ownership as being 34 years prior. This cannot be entirely accurate as we know that Howard still had the car as of 1954, but in either case there is no doubt that Loecy retained the car for at least a quarter century.

Research conducted by the author in 2017 on behalf of the current owner is still ongoing. Further research has been initiated to locate the grandson of Mrs. Sterling, speak with Joe Loecy, Jr.'s son regarding his recollection, and with the Western Reserve Historical Society which, being local to most of the car's owners, may have come by more substantive information on its history. This report should be treated as an interim report

Respectfully submitted,

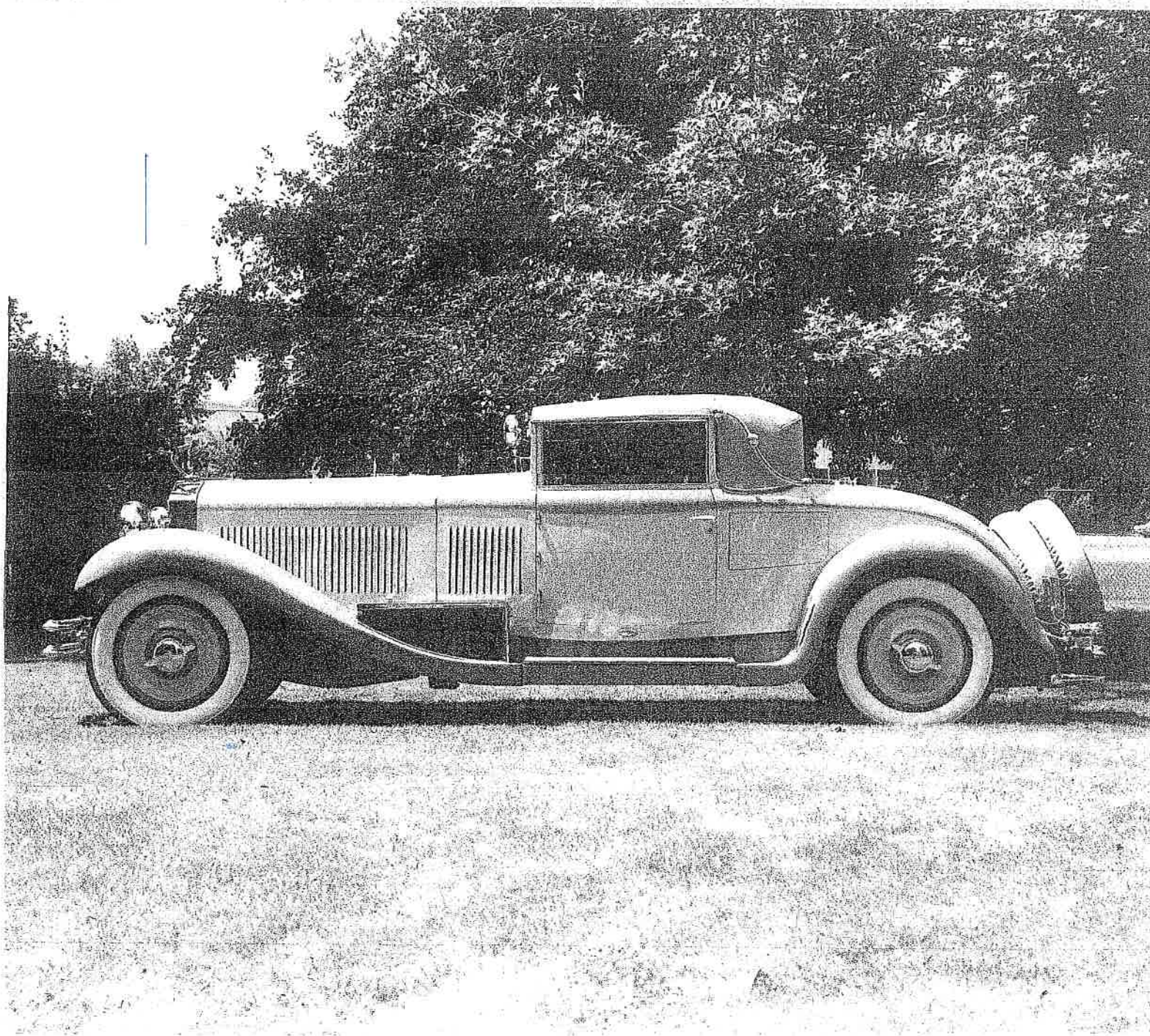
Jonathan Sierakowski



TORQUE

Michigan Region Classic Car Club of America

JULY—AUGUST 1989



CAN YOU PRONOUNCE ISOTTA FRASCHINI?

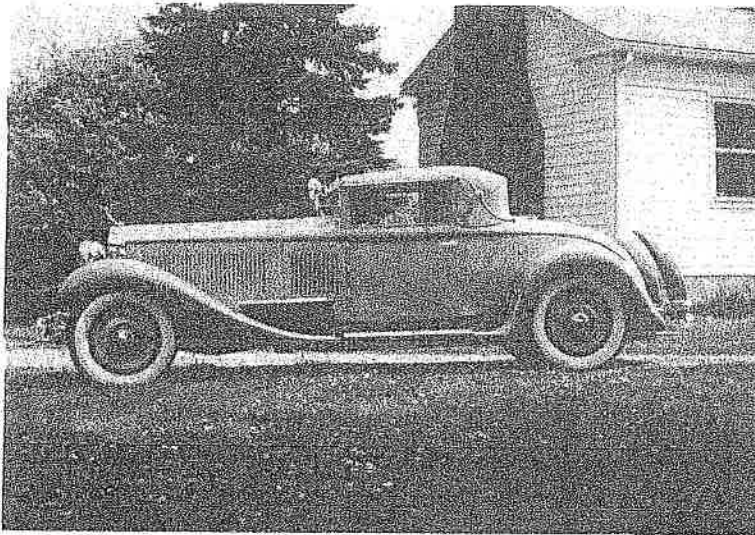
By Al Ferrara

I WAS FORTUNATE TO LEARN SOMETHING OF THE EARLY HISTORY OF THIS Isotta Fraschini coupe, which is sometimes a difficult thing to do. But in this case, first off we know that it was made in Milan, Italy in 1930. It is what is known as a Tipo (Type) 8A, of which a total of 950 were built from 1925-31. These were cars built for the rich... big and elegant, and only one look at it will convince you they could not come any bigger or luxurious.

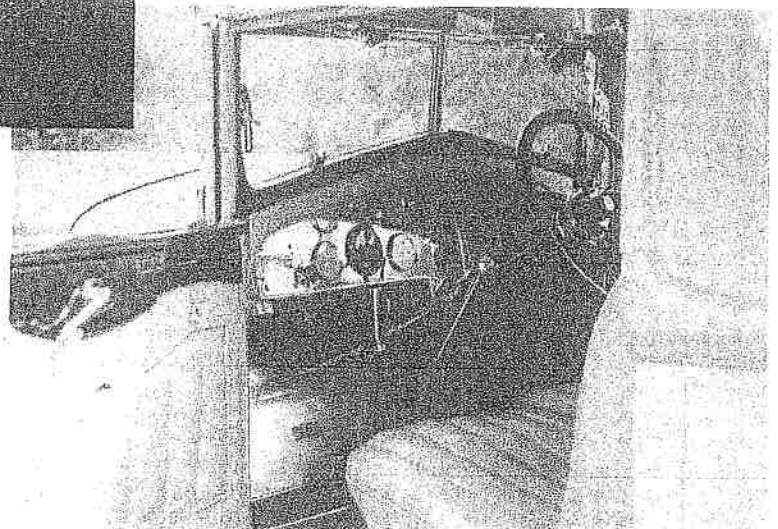
The car was sold new in 1930 to Mrs. Sterling, of the Sterling, Linder, Davis Department Store of Cleveland Ohio. There can be

no doubt that the store was a roaring success, and Mrs. Sterling wanted for nothing. She must have been an outstandingly unusual woman, and would have been interesting to know, in view of the mammoth automobile she ordered, which we presume she drove herself. It was too personal a car to be driven by a chauffeur.

In the late 40s it showed up in the hands of Dr. Stone of Cleveland, and since the Classic Car movement had not even started yet, we can only puzzle to ourselves as to why he owned it. From him it was sold to a James S. Howard, whom I knew in view of a clock I purchased from him at that time. However, he never mentioned



In profile, everything looks completely normal in proportions, but this is an extravagant car for two people.



The interior is handsome and luxurious, but the toeboard and fire wall are of metal. We wonder why she did not insist on left hand drive for U.S. use.

owning the Isotta, but in 1950 he advertised it for sale in The Cleveland Plain Dealer. As soon as I saw the ad, I called him and made arrangements to see it that same evening. When I got there, my good friend Joe Loecey was already there and had bought the car!

Since I knew where the car was, I kept my eye on it for 34 years. I am a patient man. In 1984 Joe Loecey called me and wanted to know if I was still interested in the car. Of course I was, and bought the car from him after 34 years of waiting. He had done some work on the car from time to time, but not enough to put it into operation and show it at car events. He had painted it, twice, and did the interior of the car and not much more.

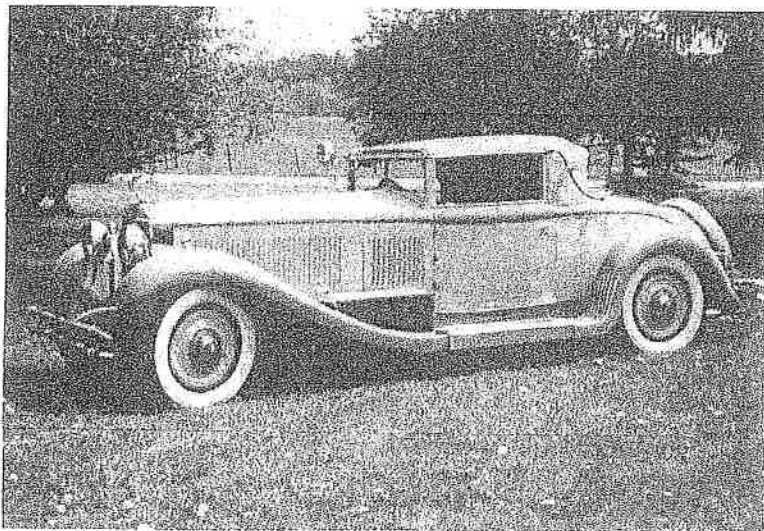
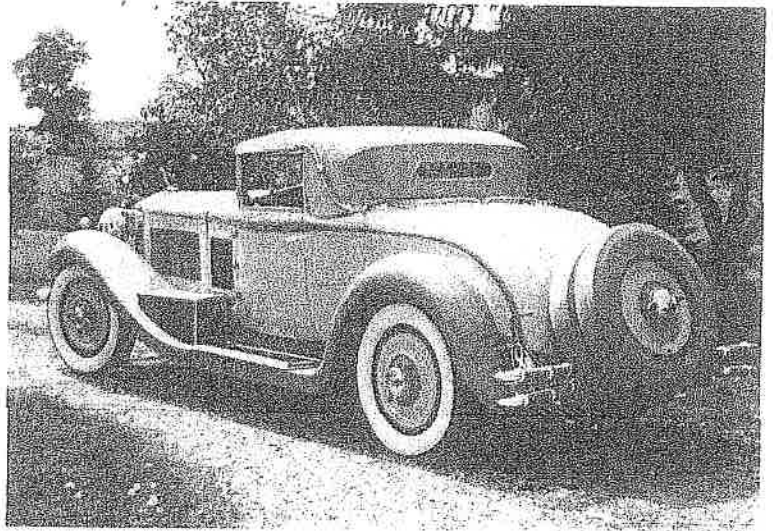
It was such an outstanding piece that I had the engine gone over and put in working order. We put a new top on it, covering all the bows, and refinished all the interior wood to bring it back to its original beauty. Castagna, the custom body builder did not stint on any part of this body and it is a source of wonderment to anybody

who looks at it. We also did much chrome work on it and buffed all the other parts, and corrected all the lights. After it was done it was shown at the 1987 Michigan Grand Classic at Dearborn inn, and won a First Place with it, so it graduated to a Senior car in one jump, and carries Senior badge #1280. It now again belongs to a lady, as it did in the beginning, except that this time the lady is my wife Francesca.

As a further bit of history, in later years Mrs. Sterling lived in Gates Mills, Ohio where I reside. Also, her son Mr. Robbins lived on the same road as I do, which is Old Mill Road. In 1987, when we were showing it at the Grand Classic, her grandson Peter Robbins attended the show. We talked about Grandma, and at that time I learned that she fancied Isottas and had owned another Isotta, a Landaulet, which I guess has been lost as no one knows where it is now. But we sure know where the Convertible Coupe is!

Incidentally, it is pronounced Ee-zoe-tah Frah-skeen-ee.

Two rear spares balance off the rear deck and do double duty as a bumper.



The storage box on the running board is made of wood and was the latest thing in Italy back then.

5-21-43 1000 1000 7412-1000 1000

100-106644-100-106645-100-106646-100-106647-100-106648-100-106649-100-106650-100-106651-100-106652-100-106653-100-106654-100-106655-100-106656-100-106657-100-106658-100-106659-100-106660-100-106661-100-106662-100-106663-100-106664-100-106665-100-106666-100-106667-100-106668-100-106669-100-106670-100-106671-100-106672-100-106673-100-106674-100-106675-100-106676-100-106677-100-106678-100-106679-100-106680-100-106681-100-106682-100-106683-100-106684-100-106685-100-106686-100-106687-100-106688-100-106689-100-106690-100-106691-100-106692-100-106693-100-106694-100-106695-100-106696-100-106697-100-106698-100-106699-100-106700-100-106701-100-106702-100-106703-100-106704-100-106705-100-106706-100-106707-100-106708-100-106709-100-106710-100-106711-100-106712-100-106713-100-106714-100-106715-100-106716-100-106717-100-106718-100-106719-100-106720-100-106721-100-106722-100-106723-100-106724-100-106725-100-106726-100-106727-100-106728-100-106729-100-106730-100-106731-100-106732-100-106733-100-106734-100-106735-100-106736-100-106737-100-106738-100-106739-100-106740-100-106741-100-106742-100-106743-100-106744-100-106745-100-106746-100-106747-100-106748-100-106749-100-106750-100-106751-100-106752-100-106753-100-106754-100-106755-100-106756-100-106757-100-106758-100-106759-100-106760-100-106761-100-106762-100-106763-100-106764-100-106765-100-106766-100-106767-100-106768-100-106769-100-106770-100-106771-100-106772-100-106773-100-106774-100-106775-100-106776-100-106777-100-106778-100-106779-100-106780-100-106781-100-106782-100-106783-100-106784-100-106785-100-106786-100-106787-100-106788-100-106789-100-106790-100-106791-100-106792-100-106793-100-106794-100-106795-100-106796-100-106797-100-106798-100-106799-100-106800-100-106801-100-106802-100-106803-100-106804-100-106805-100-106806-100-106807-100-106808-100-106809-100-106810-100-106811-100-106812-100-106813-100-106814-100-106815-100-106816-100-106817-100-106818-100-106819-100-106820-100-106821-100-106822-100-106823-100-106824-100-106825-100-106826-100-106827-100-106828-100-106829-100-106830-100-106831-100-106832-100-106833-100-106834-100-106835-100-106836-100-106837-100-106838-100-106839-100-106840-100-106841-100-106842-100-106843-100-106844-100-106845-100-106846-100-106847-100-106848-100-106849-100-106850-100-106851-100-106852-100-106853-100-106854-100-106855-100-106856-100-106857-100-106858-100-106859-100-106860-100-106861-100-106862-100-106863-100-106864-100-106865-100-106866-100-106867-100-106868-100-106869-100-106870-100-106871-100-106872-100-106873-100-106874-100-106875-100-106876-100-106877-100-106878-100-106879-100-106880-100-106881-100-106882-100-106883-100-106884-100-106885-100-106886-100-106887-100-106888-100-106889-100-106890-100-106891-100-106892-100-106893-100-106894-100-106895-100-106896-100-106897-100-106898-100-106899-100-106900-100-106901-100-106902-100-106903-100-106904-100-106905-100-106906-100-106907-100-106908-100-106909-100-106910-100-106911-100-106912-100-106913-100-106914-100-106915-100-106916-100-106917-100-106918-100-106919-100-106920-100-106921-100-106922-100-106923-100-106924-100-106925-100-106926-100-106927-100-106928-100-106929-100-106930-100-106931-100-106932-100-106933-100-106934-100-106935-100-106936-100-106937-100-106938-100-106939-100-106940-100-106941-100-106942-100-106943-100-106944-100-106945-100-106946-100-106947-100-106948-100-106949-100-106950-100-106951-100-106952-100-106953-100-106954-100-106955-100-106956-100-106957-100-106958-100-106959-100-106960-100-106961-100-106962-100-106963-100-106964-100-106965-100-106966-100-106967-100-106968-100-106969-100-106970-100-106971-100-106972-100-106973-100-106974-100-106975-100-106976-100-106977-100-106978-100-106979-100-106980-100-106981-100-106982-100-106983-100-106984-100-106985-100-106986-100-106987-100-106988-100-106989-100-106990-100-106991-100-106992-100-106993-100-106994-100-106995-100-106996-100-106997-100-106998-100-106999-100-107000-100-107001-100-107002-100-107003-100-107004-100-107005-100-107006-100-107007-100-107008-100-107009-100-107010-100-107011-100-107012-100-107013-100-107014-100-107015-10

Name of car _____ Year 1955 _____ File No _____
 Price paid for _____ Purchased from _____
 Title _____ Engine number 1557 _____ Serial number 1557
 Manufacturer _____
 Address of manufacturer _____
 Body _____ Color scheme black, chrome trim
 Model year _____ Engine 8 cyl, 4 door _____ Valves overhead, overhead
 of carburetor _____ Horse power 45.00 _____ Displacement _____
 Ignition _____ Carburetor and choke, automatic _____
 Cooling system, water _____ Radiator _____ Transmission, automatic _____
 Splds. 4 doors _____ Final drive solid rear axle, full floating _____
 Steering _____ Front & rear brake & wheel _____
 Tires _____ Wheel base _____ Tread _____
 Weight _____ Cost new _____
 Non standard _____

Oct. 12, 1953

Basil Scully
Mill Road
West Groton, Mass

Dear Mr. Scully:

I have sent the microfilms to you, and you will probably get them in the same mail as this. Again, let me suggest that you invest a couple of bucks in a used viewer, rather than pay for prints. Unless Mr. Alger wants them for someone else, I am sure you can keep the microfilm. He made three or four copies.

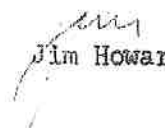
Since I last wrote you, Mr. Alger claims to have located a chassis, in good condition. He doesn't know if he can buy it, but he thinks so. I wrote that I would pay one-half. If he works it, it will solve a lot of my problems, including carburettors, bumpers, exhaust manifold which is cracked, and a lot of miscellaneous fittings which would be the very devil to find.

I have received a photo of the English Isotta, and I agree with you. It certainly lacks the elegance of the Castagna Isottas, and, however good the condition, I don't think it is worth a lot of money. As far as I could tell, the lines of yours are magnificent. Incidentally, does yours have roll up windows? If so, I would suggest you follow the lines of the Isotta pictured in one of Clymer's motor books (#3, I think) for your canvas design. That Isotta is the only other phaeton in the country, I would guess. How much more magnificent an open Isotta is than the same Rolls!

No doubt I won't really know about bringing my car to W. Groton for overhaul until it happens, if it happens. When I get a little further along, I will know how well it is running. If it is fairly reliable, I might drive it there. If it is good, which I doubt, I could hold off until fate brings me there. If it is real bad, which is probable, I may have to have it done here. Who knows?

More later; I have been writing this on my lunch hour at work, and have lots to do. Thanks for your long letter.

Sincerely,


Jim Howard

Jan 17, 1954

Mr. Basil Scully
Mill Street
West Groton, Mass.

Dear Mr. Scully,

I have done so little work on my Isotta recently that I really haven't had much to report. A friend is restoring a type 42 Bug in my garage, and the two of us have spent so much time installing a heating system, repairing an air compressor and the like that we haven't done very much important work.

Six months ago, I took my Bosch mag-generator, and starter to a little shop downtown to have them completely overhauled. The place was recommended by the Thompson Museum here. It is run by two brothers, both of whom worked for more than 25 years with the Robert Bosch factory in Germany. The equipment is beautiful to behold, and I hope it will work as well as it looks. All new windings, new cases, new solenoid, etc., etc. The brothers are just like the Marx brothers. It is hard to keep a straight face when they begin waving, or searching for a word that doesn't come easy. They are awfully high-priced for their work, but they have a lot of miscellaneous equipment they have collected over the years that they seem to be willing to part with at a fairly reasonable figure. Not cheap, but probably fair. Example: a 1916 Zenith updraft for a White gas car, about \$20. New, and in the original case. I have heard of something like this going for a lot more.

They have: an original horn; original Bosch plugs, in two types; many Zenith carbs, ~~xxxxxx~~ original starter, complete; distributor cap; etc., all of these identical to those used in Isotta. Let me know if you need any of these and I will see if they will sell at a decent price.

As you know, I have bastard carbs, and the Marx bros. are searching the basement for the right kind. If they can't find them, do you know where I can get a pair? I think the correct model is the Zenith Ltd. pump type updraft--the first one which came out early in 1929. I don't know the model number.

I am dying to see a finished pic of your tourer. Is it done? Also, how about the (?--can't find your letter) that you were thinking of importing.

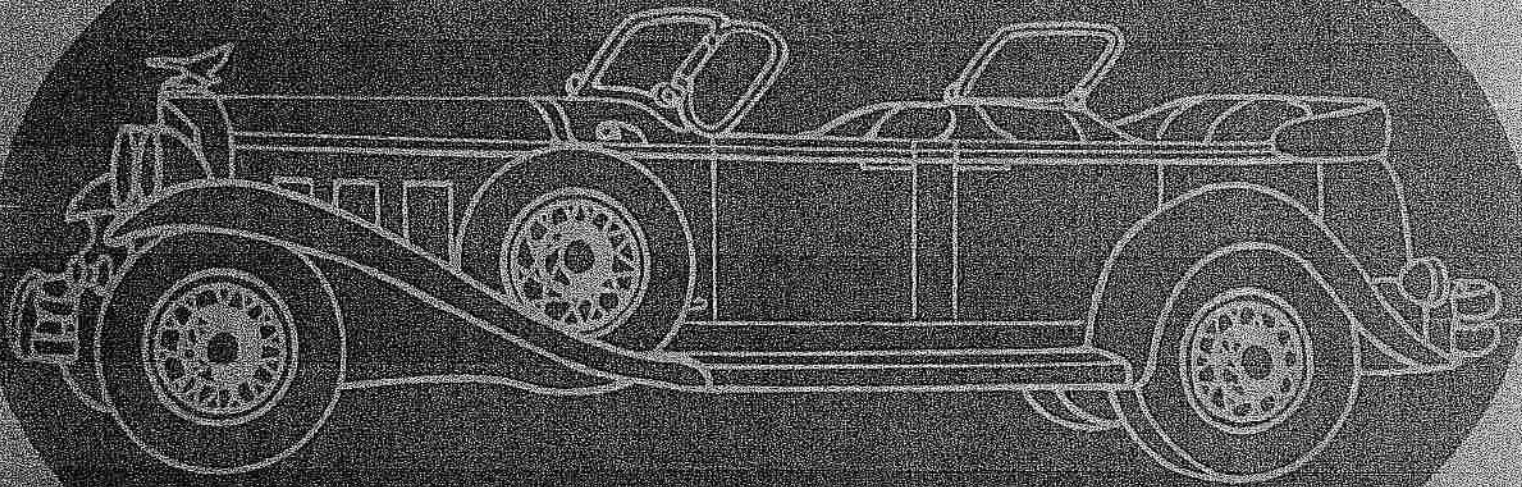
I will be starting some serious motor work before too long,
and if it is all right, may have to ask your advice on some of
the more knotty problems.

Sincerely,

Jim Howard
(2925 E. Overlook
Cleveland Heights)

DIRECTORY

THE CLASSIC CAR



CLUB OF AMERICA

1956

Richard Hood
13817 Idarose Ave.,
Cleveland 13, Ohio

Ruth Hood
13817 Idarose Ave.,
Cleveland 13, Ohio

James S. Howard
7817 E. Overlook
Cleveland Heights, 13, Ohio

James C. Jennings
910 Chelsea Avenue
Dayton 10, Ohio

Miss Shirley Johnson
18904 Oxford Road
Shaker Heights 22, Ohio

Roy I. Kaufman
611 King Avenue
Marion, Ohio

Louis J. Kender
2524 E. 86th Street
Cleveland, Ohio

Boyd H. Keys
117 Mossoak Drive
Dayton 9, Ohio

Robert H. Kimes
6729 McEwen Road
Dayton 9, Ohio

Robert H. Kimes, Jr.
6729 McEwen Road
Dayton 9, Ohio

Ernest R. Klingenberg
3409 West Sprague Road
Cleveland 29, Ohio

Margaret Klingenberg
3409 West Sprague Road
Cleveland 29, Ohio

Carl C. Law, Jr.
209 North Main St.,
Vilon, Ohio

PACKARD, 1932, 903, 5a, 8, Coupe

ISOTTA-FRASCHINI, 1929, 8-A, 8,
Conv. Roadster

LINCOLN CONTINENTAL, 1941, 12,
Coupe
LINCOLN CONTINENTAL, 1942, 8,
Coupe

CADILLAC, 1936, 75, 8, Conv. Sed.

CADILLAC, 1938, 60S, 8, Spec. Sedan,
S. I.

ISOTTA FRASCHINI, 1928, 8A, 8,
Conv. Roadster

PACKARD, 1926, 326, 6, Phaeton

BOX 612
5000 N. TAMiami TRAIL
NORTH FORT MYERS, FL 33903



Isotta Fraschini

OWNER'S ASSOCIATION



March 21, 1981.

Dear Mr. Adamo:

My thanks indeed for yours of the 2nd and 16th, together with the information they contained.

With regard to the N.Y. Times ad, Barrett has had at least three cars of about this age, perhaps the enclosed card shows the one advertised. Barrett, as you know is a DEALER and NOT a collector and has no real interest in Isotta. When our Association was first founded we had a Member by the name of Lloyd C. Partridge who had a 1913 or '14 Model KM and was very active. Somewhere in our files I have a magazine article on him and this car telling how he found it in Caruso's junk yard, restored the chassis and made a new body. (d----, since moving to Florida I can't find anything!) I do have pictures of this car, but do not know where it is now and I can't find the numbers for it. This car was started by CRANK only and as Mr. Partridge reached 80 his doctor insisted he sell the car. It was Partridge who printed our first letter heads.

Also advertised for sale is #1657 at \$125,000.00 a Castagna roadster. This car was purchased new in Chicago in 1930 by Walter B. Wolf then sold to James S. Howard of Cleveland. Now Joe Loecy of Chardon, Ohio has restored it (it was in a bad accident) and is now offering it for sale. Loecy is also a dealer.

That's the news for now.

Migliori saluti,

Howe Willis

BOX 612
3000 N. TAMiami TRAIL
NORTH FORT MYERS, FL 33903



Isotta Fraschini.

OWNER'S ASSOCIATION



March 27, 1981.

Dear Mr. Adamo:

Your letter of the 23rd is before me and I assume our letters crossed in the mail.

Yes, I know all about car advertised by Loecy of Chardon, Ohio. As explained in my last letter to you, it was purchased new in Chicago by Walter B. Wolfe in 1930 and he drove it for several years. After the accident in which Wolfe smashed three American cars and knocked down a telephone pole and then drove home, the car was sold to James S. Howard of Cleveland. He tried to restore it, but finally sold it to Joseph Loecy who did restore it. It is a Castagna convertible, motor and chassis numbers the same - 1657. I have pictures, before and after the accident.

On the TV Monday evening I saw pictures of the Tom Barrett auction in Scottsdale, Arizona which occurred during January. At this auction the J. Browning (Texas) Castagna sport touring #1664 was sold for \$200,000.00 He was asking \$300,000.00 Picture of this on Page 99 of Anselmi book. The Isotta was featured at this sale and it was good to see I. F. on "telly".

So it goes, these cars are traded like stocks on the stock market just to make a "few bucks". No real interest in old cars at all.

In spite of the accident, the Wolfe car suffered little damage so if the restoration is good I would say the price is right. I inspected this car at the I.F. agency right after it was brought in.

Hope you had a good time in the "big city".

Migliori saluti,

Howe Willis.