

# NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



*Fernandez and Darrin Hispano Suiza owned by The Bahre Collection*



CLASSIC CAR CLUB  
OF AMERICA

NEW ENGLAND REGION

FIRST QUARTER 2021



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## Director's Message:



Robert Vaughn the actor once said "An optimist stays up until midnight to see the New Year in. A pessimist stays up to make sure the old year leaves." With 2020 in the rear view mirror it is easy to agree.

A New Year is a time to appreciate all the things the past year has given us and we can all say that with our families, friends, schools, churches, healthcare providers, our hobbies and any other number of things that helped us; we arrived at 2021. We have a brand new 365 days

and the difference will be what we resolve to do with them.

It is with those thoughts that I share we are off to a great start. Our national and regional clubs are strong as are the leaders. We held a very successful virtual Annual Meeting for National on January 16th, 2021 with over twelve screens of members who participated. If you missed the opportunity to join the meeting live, a recording can be found on the new national web site, [www.classiccarclub.org](http://www.classiccarclub.org). There are also many new interactive features on the web site. One such feature is the link to the Classic Car Museum which shares the history of our classics and displays it in well thought out videos. The Museum also provides the service of hosting the CCCA historical publications in a researchable format. Another feature are the links to other regional web sites and car museums and libraries. The National Treasurer shared we are on solid financial grounds. The CARavan committees are still active and making every effort to hold safe events for our members in 2021 and 2022. There were also awards presented and the New England Region took First Place in Web Site category.

We are excited to share that our region is working on resuming in-person events this year and will be sharing that information as it becomes available. Till then be sure to keep up to date through the national and regional web sites and our regional Facebook page.

— Jeff

## In This Issue

Officer's, Managers and Advisors .....	2	The New England Story	
Director's Message .....	3	by F. Lawton "Doc" Barrows ..	14
Editor's Notes .....	3	Submitted by Frank Wemple	
Bob Bahre and the Hispano Suiza		Events .....	18
- By Harvey Johnson .....	4	<b>The NOR' easter</b>	
Marc Birkigt:		Membership News .....	19
Engineer Extraordinaire		Show Business .....	19
- By Harvey Johnson .....	5	2022 Pilgrim Grand Classic	
J Versus J		By Jon & Diane Elmendorf....	20
By Jules Heumann .....	13	Classified Ads .....	21

## Editor's Notes:



I am honored to share in this issue an article by a wonderful friend, Harvey Johnson of Ontario, Canada. Harvey, his wife Mary and daughter Krista have traveled to Maine almost every year to visit. They always visit the "car barn" on historic Paris Hill, Paris, Maine which is the home of The Bahre Collection and then they visit our restoration shop in Oxford, Maine. Harvey has written many articles and his initial interest in meeting Bob Bahre was related to the J12 Hispano Suiza. When Harvey learned of Bob Bahre's passing he wanted to write a tribute article of their very first trip to Maine and their experience of meeting Bob and seeing his collection. In the years following the meeting with Bob Bahre, Harvey researched and wrote an extensive history on the Designer/Creator of the Hispano Suiza which included the J12 Hispano Suiza in The Bahre Collection. We share a reprint of that article with the Author's and The Classic Car permission.

— Heidi Ann



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# BOB BAHRE AND THE HISPANO SUIZA J-12

*By Harvey Johnson*

It was some thirty years ago that I first met Bob Bahre. I had been tracking the whereabouts of a 1934 Hispano Suiza J-12 that I had first read about some years before. I wanted to write an article or monograph to include photographs of one of these rare and fascinating cars, a departure of design from the vaunted H series by Marc Birkigt, the brilliant Swiss engineer. As luck would have it, I learned that Bob Bahre in Oxford Maine had purchased the car not long before, and Oxford was only a few hours' of a very scenic drive from our home in Ottawa Ontario. I managed to get his phone number, thanks to the Classic Car Club. I was reluctant to call him since I was sure he was a very well occupied business man and thought it would be difficult to contact him. Instead, I heard this friendly voice telling me to let him know when I planned to get there and he would help me any way he could.

My wife Mary and I pulled into Oxford a couple of weeks later, found the Oxford bank that he owned at the time. Mary wanted to wait in the car, so I went in to be greeted by his friendly secretary who escorted me into his office. He greeted me with big smile and a firm hand shake. I said "Thanks for taking the time to see me Mr. Bahre, I know you must be a very busy man" He said "First of all, my name is not "mister" it's Bob. If it was "mister" my mother would have named me that" With a wry smile he turned to his secretary and said "I'm going out for a bit, more important things to do besides banking. We have some car things to deal with." He motioned to his jeep and said "Harvey Just follow me and we'll go up to the "car barn". With that he took off, us in pursuit, through town and up the long Paris hill to arrive at his beautiful

mansion, and down the embankment to the "car barn". Some barn! Fronted with beautiful landscaping; a design that appeared to be in keeping with the architecture of his home. Chris Charlton the restoration, maintenance and care taker of his fine and varied collection was there to greet us. Bob said " This is Chris Charlton, he will take care of whatever you need, take the car out for photo's and show you the collection if you like, I'll leave you with him" Mary and I had a brief chat with him, he gave us a wave, hopped in the jeep and he drove off. What a kind and gracious man he was; I couldn't believe that he would take us to the collection himself. I only expected directions, not his personal escort!

The handsome Fernandez and Darrin J-12 was sitting there as part of a long row of great cars. This was a very enthralling experience for me, since I had not seen this famous car except in photographs. So Chris had to shift some cars in order to get the Hispano out. This he cheerfully did, photos were taken and he even took us for a short ride in the car. It needed to be run a bit anyway Chris said.

Now, all these years later, the visit turned out to be a repeat performance of trips, usually, an annual event for other projects, resulting in a long standing friendship with Chris and his wife Heidi. Chris has been long suffering with me and my requests for photos and details about cars that usually involved dropping what he was doing to accommodate me. He has been a mine of information, a culmination of many years of restoration work on a wide range of classic cars. Now that he has his own company, Classic Car Services, it's always interesting to see the latest projects in his shop. We are indebted to a man like Bob Bahre, who was willing to share his collection and love of great cars with others. There are many people like me who were not in a position to afford such cars, to restore and maintain them. If it were not for people like him, many of the great classics would not exist, and it's certain that the Classic Car Club would not be what it is today.

That day of welcome is not soon to be forgotten.





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# MARC BIRKIGT: ENGINEER EXTRAORDINAIRE AND THE CREATOR OF THE MAGNIFICENT HISPANO-SUIZA J12

By Harvey Johnson

Photos and Illustrations from author's collection  
Additional photos submitted by Ron Verschoor

It has been said that nothing worthwhile is achieved without passion. This certainly applies to Marc Birkigt and his contribution to the world of engineering. It follows that no writing about the Hispano-Suiza J12 should be undertaken



*J12 Hispano Suiza*

without some back-ground on the man behind the company and the evolution of the car itself. The J12 was the brainchild of this brilliant Swiss engineer who designed not only Hispano-Suiza automobiles but also a variety of aircraft engines for the French, American and British Air Forces. His engines were in wide use during both World Wars in addition to being the powerplant of choice for racing boats. Marc Birkigt was held in high esteem by other engineers including W.O. Bentley who had laudatory praise for him in his book, "Cars in My Life".

A graduate of Geneva's Ecole des Arts ET Métiers in engineering and physics at the top of his class, Birkigt displayed an unusual artistic talent for drawing and design. Equipped with this talent he would sketch his ideas for a new engine or some other mechanical component and produce a refined version on his drafting board. A man who always strived for a better way of doing things, he would spend many hours pondering a solution to a design problem, oblivious to his surroundings, and often had to be reminded of appointments or other commitments.

An ardent sailing enthusiast, Birkigt might well have remained at his Lake Geneva villa had not an opportunity to work in Barcelona with the engineering firm La Cuadra presented itself in 1899. The company

was engaged in designing a lightweight battery to power a prototype electric bus.

A college friend of Birkigt's who worked at La Cuadra (a Mr. Bouvier) encountered numerous technical problems that were beyond his ability to solve. Management asked Bouvier to write a letter to his friend describing the project with the inclusion of a job offer. Birkigt lost no time in getting there to assist. In spite of their efforts the battery project failed.

The company decided to build gasoline-powered cars instead, hoping to tap into that fledgling market. Two cars were purchased for research, possibly Benz models. Birkigt and Bouvier were tasked to dismantle and test them to see how they were constructed.



This was common practice in those days and is certainly not unknown today. They found flaws in the inspected cars and in 1901 two cars of their own design were built: a single-cylinder model and a two-cylinder. Resources were limited and in 1904 the company went bankrupt to be re-formed as Fabrica de Automoviles

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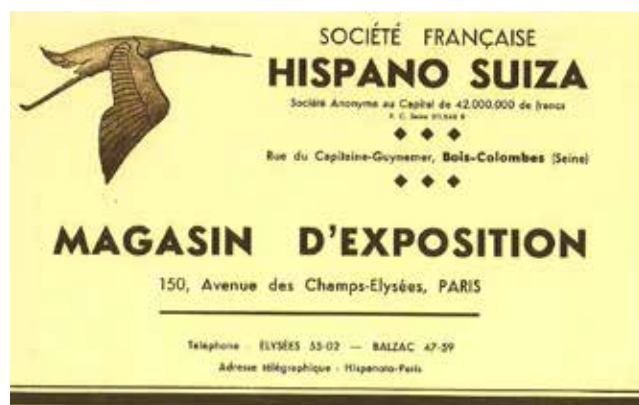




*Continued from page 5*

La Hispano-Suiza with French and Spanish backing. Now at age 26, Marc Birkigt was factory manager and destined to become the driving force that was to shape the company throughout its history.

The Barcelona factory produced several models of four- and six-cylinder cars including the Alfonso XIII in 1911. Named after the Spanish King, Hispano enthusiast and personal friend of Birkigt, it was considered it to be the first true sports car. Fitted with a high-performance four-cylinder engine, it enjoyed racing successes on the Continent as well as in England. Interestingly, one of the series of T-head-engined cars had a supercharger. In 1913, a single-overhead-cam engine with inclined valves was produced. It was an innovation and one that marked the beginning of several successful designs that included the renowned single-overhead-cam six-cylinder H6B (1919 to 1929), H6C (1924 to 1929) and HS26 (1931 to 1932) series.

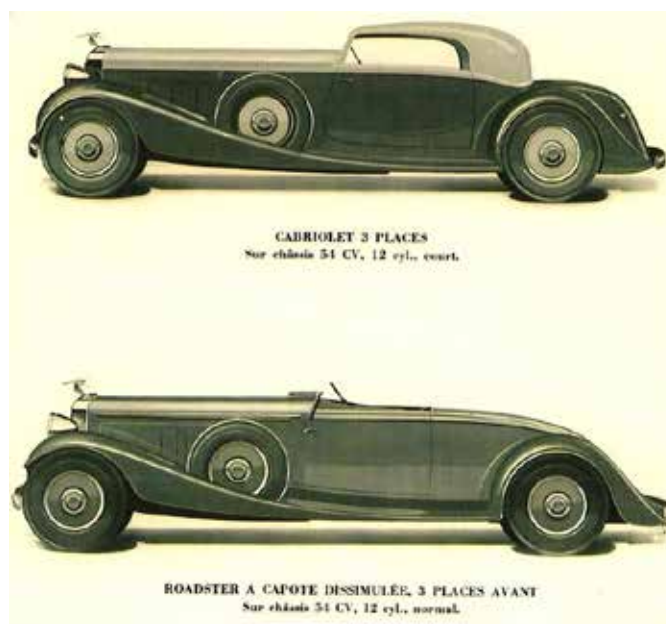


CARACTÉRISTIQUES DES CHASSIS				
	CHASSIS LONG	CHASSIS MÔYEN	CHASSIS LÉGER	CHASSIS COURT
Longueur totale du châssis	5 m. 149	4 m. 949	4 m. 860	4 m. 560
Voie	1 m. 500	1 m. 500	1 m. 450	1 m. 450
Empattement	4 m. 009	3 m. 810	3 m. 710	3 m. 420
Emplacement de carrosserie	3 m. 086	2 m. 890	2 m. 705	2 m. 405
Entrée de carrosserie	2 m. 290	2 m. 190	1 m. 985	1 m. 685
Poids du châssis	1.580 kgs	1.570 kgs	1.410 kgs	1.400 kgs
PRIX	200.000 fr.	200.000 fr.	200.000 fr.	200.000 fr.
Tous les Châssis HISPANO-SUIZA sont garantis pendant 3 ans. (conformément à nos conditions générales de vente)				

The company opened an assembly depot in Levallois-Perret, France in 1911 with Jean Lacoste acting as administrator for many years. The following year a new factory was built in Bois Colombes, France. A later expansion included several plants established to manufacture aircraft engines for the war effort. Marc Birkigt was the chief designer as well as being very much involved in the manufacturing process. Design work on the early

overhead-cam engine culminated in the V-8 aircraft engine initially built for the Spanish Air Force. Birkigt sold the design to the French government after tests of competitors' engines including the other French offerings proved to be inferior to the Hispano-Suiza design. The engine was so sought after that the Bois Colombes factory could not produce enough to meet demand. Parts or even complete engines were produced in France by Peugeot, Voisin, Brasier and Aries. Engines were built under license by Wolseley in England, SCAT in Italy and Wright Martin in the United States. Of the nearly 50,000 engines built, some 37,000 were made in the U.S.A.

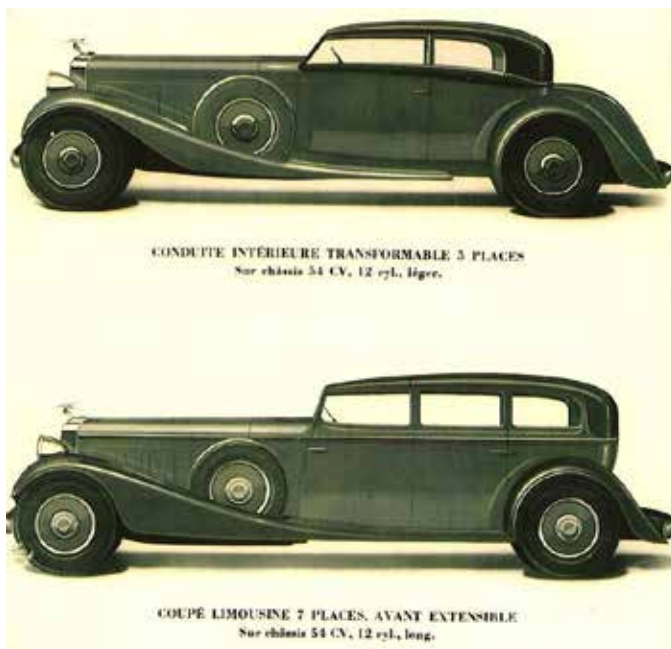
One of the innovations of this engine was a synchronizing mechanism that enabled the pilot to fire his cannon through the propeller arc. Notably, World War I aces Captain Eddie Rickenbacker of the United States and Captain George Guynemer of France both flew French-built SPAD aircraft powered by the Hispano V-8 engine. It proved to be such a great asset to the war effort for its reliability, power and ease of production that the French government awarded Birkigt the Legion of Honour for the design. Guynemer, a friend of Birkigt, was in the Escadrille (Stork) squadron and so it was thought that the stork would be the ideal mascot to grace the Hispano H6B when that chassis was first produced. The pilots of the squadron endorsed this idea and considered it a fitting way to thank the company for giving them the great Hispano engine. As it turned out, a pilot in the squadron, Francois Bazin, was also a sculptor and it was fitting that he was commissioned to produce the famous bird that flies on top of the Hispano-Suiza radiator.



*Continued on page 7*



Continued from page 6



*(As a footnote: Captain Guynemer had tallied 53 victories and was shot down seven times. This is remarkable, considering parachutes were not used in those days. His seventh was unlucky since no trace of him or his plane was ever found. Captain Rickenbacker lived to survive the war.)*

World War I was finally over and automobile production resumed. By this time Marc Birkigt had vast experience in engine and mechanical design. Many of the solutions to problems associated with aircraft engine production were applied to automobile manufacturing. Birkigt wanted his automobile engine to be a low-speed, high-torque unit. In essence, the 6.597cc engine of the new H6B car was half of his aero engine employing steel sleeves fitted into the aluminum blocks, shaft/skew gear-driven overhead camshafts and tubular connecting rods. A 12-volt coil ignition system fired two spark plugs per cylinder. The seven-

bearing crankshaft with its fully circular webs was machined from a solid steel billet. With his engine design complete, Birkigt turned to the chassis and in doing so designed the four-wheel servo-mechanical brake assist system employing a rotating drum driven by the drive shaft that contained expandable brake shoes. He insisted on this better brake design because of his many drives between Barcelona and Paris. The system was very effective because the faster you drove the more power assist you had. It was so good that Rolls-Royce bought the right to produce it and used it for many years touting its effectiveness in its literature. The H6B model was shown at the Paris Salon in 1919 and drew rave reviews from the motoring press when subsequently tested. By 1923, the French part of the company was incorporated as Société Française Hispano Suiza.

The H-series cars were very popular and the most expensive chassis in Europe. Their excellent performance and superb quality endeared them to the affluent motoring public. As time went on, Hispano ownership included royalty and those in the upper strata of well-heeled society. Hispano-Suiza owners looked like a "Who's Who" of the era. (It should be noted that for a short time, some of the H6B cars were made by the Skoda Company in Czechoslovakia.) A variety of coach builders produced bodies for the Hispano-Suiza chassis.



*J12 Van Vooren Coupe*



*J12 Van Vooren Cabriolet*

In spite of the popularity of the H series, Birkigt was convinced a new design of greater power with increased silence was needed. In addition, some of the coachwork that customers demanded was heavy and impacted the performance of the cars. The eight-litre H6C car was definitely a great performer but lacked the silence that Birkigt wanted. Prince Stanislas Poniatowski of Polish royalty was the public relations man who later became the general manager of the company.

Continued on page 8





CLASSIC CAR CLUB  
OF AMERICA

NEW ENGLAND REGION

Continued from page 7



*J12 Binder Coupe de Ville*

Jean Lacoste and a Mr. Chevalier handled the business side of the company. A sales department in the normal sense was not employed, nor was it needed. The name Hispano-Suiza was very well known by this time and potential buyers were waiting to see what would be next from the great company. The decision to produce a new model was not made because of a series of entangled opinions and meetings; rather it appears that Marc Birkigt practically decided this on his own as has been stated by his grandson Bernard Heurteux.

Conferences were not the norm at Hispano-Suiza; Marc Birkigt's decisions were so well respected that group dialogue was not considered necessary for the new car project. All concerned were very well aware that a new design was needed.

Enter the J12 in 1931 designated 54CV Type 68. Gone were the overhead cams, replaced by a push-rod 60-degree V-12 of 9.25-litre capacity. The engine was unusual for the time in that it was a "square" design: 100 mm x 100 mm



*Saoutchik Cabriolet*



*J12 Fernandez & Darrin Coupe de ville*

bore and stroke. Retained were the hollow tubular connecting rods mounted side by side employing finned caps, horizontally pinned rather than vertically bolted in place. The wet-liner cylinder blocks similar to the later H-series design were interchangeable right to left. A separate water pump for each bank ensured excellent cooling. The first engines employed coil ignition to fire the 24 spark plugs, a system that was not successful.

This was followed by twin Scintilla Vertex magnetos as per aircraft-engine practice. One magneto fired the spark plugs on the intake side and the second on the exhaust side of each bank. Magneto and camshaft drives were geared and fitted at the rear of the engine. The push rods were operated by roller tappets to obviate camshaft wear.

The more efficient downdraft carburetion system was used. It is interesting to see how Birkigt got around the problem of the steering column impacting on the right-hand cylinder bank. He articulated the steering column shaft so that as it emerged from

the firewall and went straight down and then forward to the steering box. The crankshaft was a beautiful seven-main-bearing unit machined from a solid billet as per the H series. The upper and lower halves of the crankcase were cast aluminum and "webbed" on each side of the crank throws. The castings were impressive pieces of foundry work. The engine was designed to please the eye and that it does with its beautiful black finish and hidden wiring. Conservative power output was 190 hp with the 5-to-1-

Continued on page 9





CLASSIC CAR CLUB  
OF AMERICA

NEW ENGLAND REGION

*Continued from page 8*

compression ratio and 220 hp with the 6-to-1 ratio. Both outputs were developed at 3000 rpm.

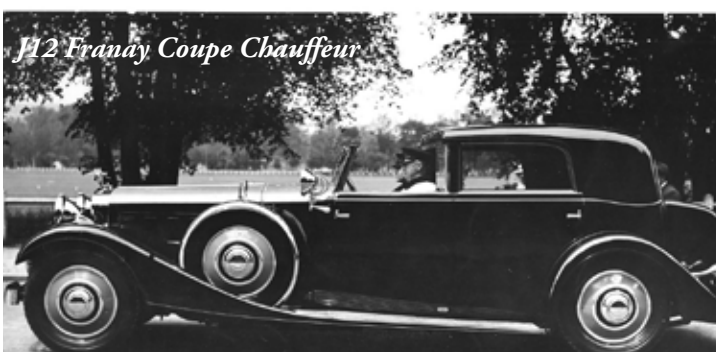


*Above: J12 Crankcase with finned and pinned rod caps*

*Right: J12 Webbed Crankcase*

The chassis, although similar in appearance to the H series, was a redesign and parts were not interchangeable. A right-hand shift, non-synchronized transmission similar to the later H6C unit was fitted on the early cars, later to be changed to the three-speed center-shift synchronized-gearing design. It is thought that many early cars were modified to this location. The frame had cross members in only two places as the engine also contributed to rigid support. The universal was supported in ball bearings connected to the driveshaft and torque tube. The powerful servo-brake system was retained. Shock absorbers were the friction type and available were shocks adjustable by levers on the steering column. The transmission had three forward speeds matched to 2.72-, 2.89-, 3.0- and 3.3-to-1 rear-axle ratios resulting in low engine speeds and high torque. In some cases, this proved to be too much for the multi-plate clutch when starting on steep grades, partly because of the very high 5.44:1 first gear. Later, a more-satisfactory two-plate Borg and Beck "la double

comete" was used. Performance was excellent and in 1934 Autocar magazine published a road test of a Vanvooren drophead coupe fitted with the 2.72 rear axle. The car lapped Brooklands track at 95 mph and was timed at the flying half mile at just over 100 mph. Other examples tested gave speeds of up to 108 mpg. The car could accelerate from rest to 60 mpg in 12 seconds and reach 80 mph in 19 seconds. Top-gear performance provided 10 to 70 mph in only 21 seconds and allowed walking-pace speeds making shifting almost redundant. This quality-engineered, low-production chassis was not cheap at some 2,500 British pounds, making it one of the most expensive cars in the world.



*J12 Franay Coupe Chauffeur*

An 11.3-litre, 250-hp engine was produced with the intention of marketing it to power rail cars as was the case with the Bugatti Royale engine. The added capacity was achieved by increasing the stroke to 120 mm. Externally, the two J12 engines look identical. When it was known that these engines were being produced, some clients wanted it installed in their cars. Only three J12s were originally so fitted and were identified as T-68bis. Some cars were retrofitted with this engine. Four wheelbases were offered to accommodate clients' whims, from a short 134.6-inch "sporting" chassis, to 146-, 150- and the giant

157 <sup>3</sup>/<sub>4</sub>- inch unit for the most capacious of limousines. A variety of coach builders outfitted the J12 chassis. Among them were Vanvooren, Fernandez and Darrin, Franay, Kellner,



*J12 Woodall Nicholson Berline Transformable*

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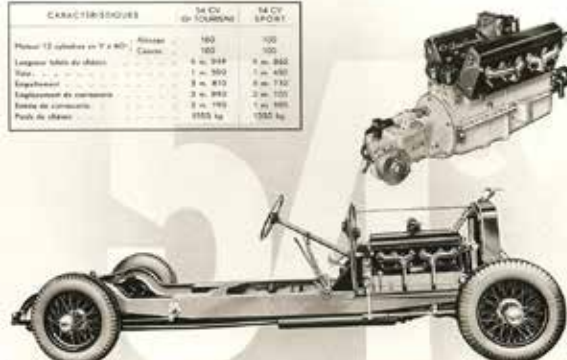
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Saoutchik and Binder. The exact number of J12 cars built is not clear, but appears to be somewhere around 100.

By 1936 Hitler had been in power for three years and the possibility of a war was very much in evidence. Hispano factories with their 17,000 employees were producing aircraft engines and the excellent 20mm cannon that was also manufactured in England and widely used by the Royal Air Force. When Germany invaded France, all production ceased. Marc Birkigt refused to cooperate with the invaders who then seized the factories. He returned to Switzerland in 1945 and continued working on armaments projects. He died in 1953 at age 75. The funeral was attended by various dignitaries including members of the French Government. One of the cars in the entourage was his personal Hispano J12 sedan.

## CARACTÉRISTIQUES DU CHASSIS

CARACTÉRISTIQUES	24 CV EPICOURAGE	24 CV SPORT
Moteur 12 cylindres en V 4x40°	Alésage 160	100
Cylindres	160	100
Longueur totale du châssis	6 m. 918	6 m. 860
Longueur	1 m. 300	1 m. 400
Empattement	3 m. 810	3 m. 730
Empattement de suspension	3 m. 890	3 m. 100
Force de compression	3 m. 190	1 m. 180
Poids du châssis	850 kg	1050 kg



Le moteur du modèle 24 CV Sport est le même que celui du modèle grand Tourisme, mais il est monté sur un châssis plus court, plus léger et surbaissé. Les autres organes ont été considérablement allégés.

*Factory Brochure of Chassis*

*J12 Van Vooren Pillarless Sedan*



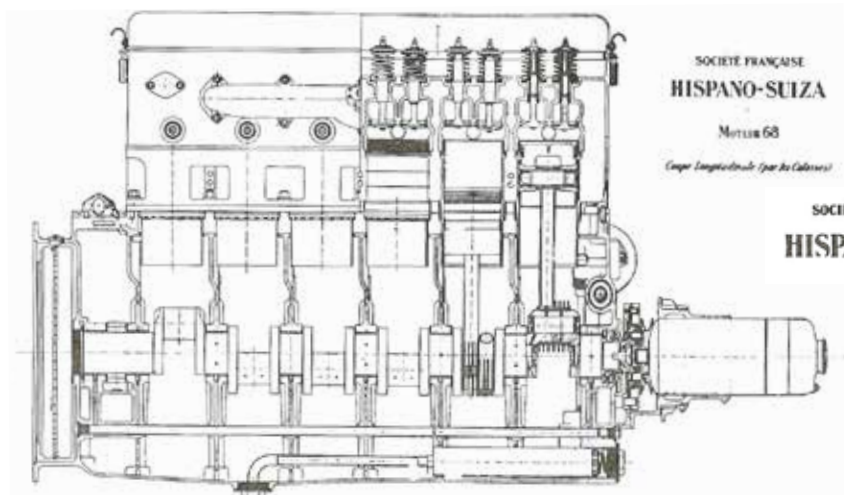
*J12 Binder Berline Transformable*

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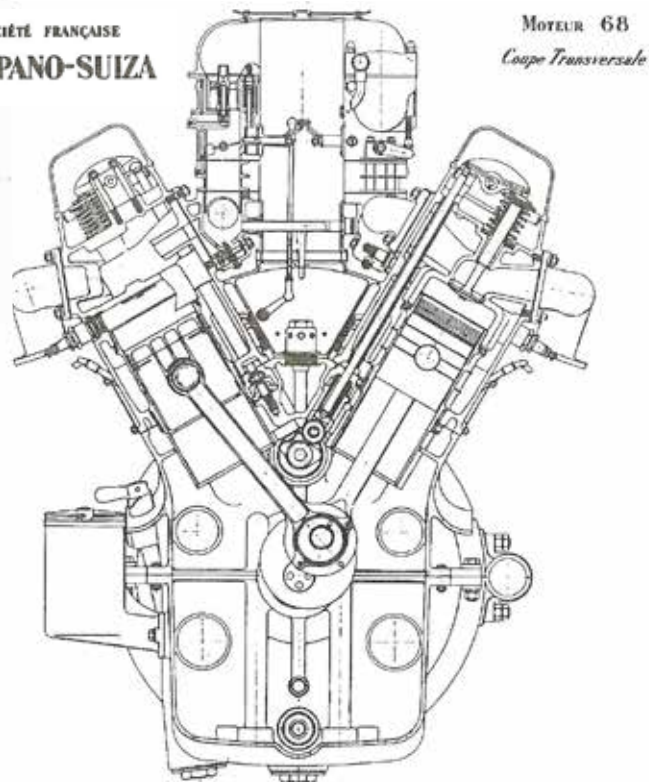




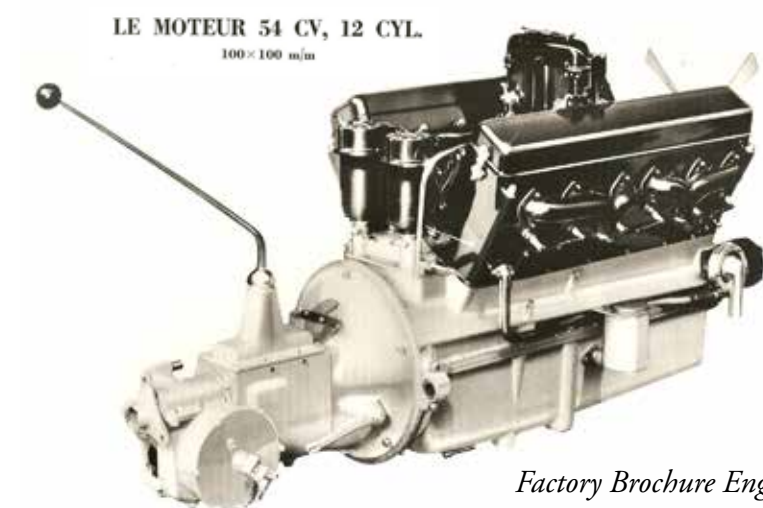
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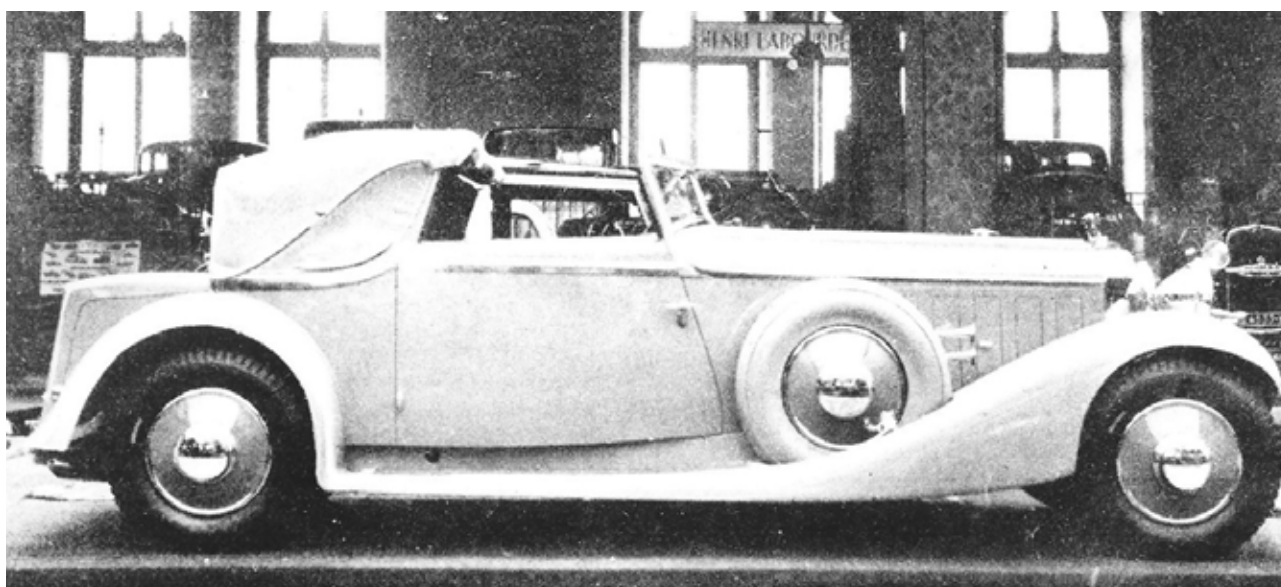
*Factory Engine Drawing, Side View*



*Factory Engine Drawing,  
Front View*



*Factory Brochure Engine*



Continued on page 12



CLASSIC CAR CLUB  
OF AMERICA  
NEW ENGLAND REGION

*Continued from page 11*



*Left: Hispano Suiza Vanvoorn Cabriolet  
Ron Verschoor Photo*



*Right: 1931 Hispano Suiza Saoutchik Transformable  
Derek Brown Photo*



*1936 Hispano Suiza J12 Saoutchik Cabriolet that won the Alex Ulman Trophy at Pebble Beach in 2012*

*Note: Harvey Johnson of Ontario, Canada received the Fahnestock Award in 2009 from the National Board of Directors for the above article. This award was presented to Harvey for his contributions to CCCA Publications with the criteria including excellence in writing skills, style, originality, content, research and illustrations.*



# J VERSUS J BY J

By Jules Heumann



*Left View of Hispano Suiza*



*Right view of Duesenberg*



Nineteen eighty-one was the year Lorin Tryon and I featured Hispano-Suiza at the Pebble Beach Concours d'Elegance. With all of my contacts, I was able to assemble a very representative group of the marque including some from overseas, not common for that era. We arranged that those coming through San Francisco from this side of the country and from abroad would drive en masse to the event and I drove my J12 as the leader. My front seat passenger was none other than Alec Ulmann, also an Hispano-Suiza owner.

Our speed was kept to 45 mph by Edward Lord Montagu in his Alphonso and much to his disappointment he suddenly developed a nasty noise in his engine. We arrived at Big Trees State Park outside of Santa Cruz and before entering, stopped to rest a bit.

Edward came up to me, looking ahead at the road through the Park and said, "This road is made for me; mind if I go ahead and meet you at the ranger station?" Of course my response was positive and off he went at great speed, even considering the age of the car and the narrow curved road.

At this point I was approached by the owner/driver of a 1929 Duesenberg Model J Derham Phaeton who challenged me to a race along the same road upon which Edward had just left. I agreed to this challenge and told Alec to fasten his seat belt. I did the same and then tightened the shock absorbers. Off we went leaving the car in second gear. Considering the road, we were really moving and the Hispano was doing controlled small slides through the turns when I happened to look back and was shocked. There was the Duesenberg, being driven as hard as I was but with less control--actually sliding sideways at one point with the driver furiously turning the five-turn lock-to-lock steering wheel. This was too dangerous and I backed off immediately. When we arrived at the other side of the park the Duesenberg owner

said words to the effect of, "OK, so you got me in handling but I'll get you on the straight". Of course, I disagreed.

We left. Sometime later maintaining our 45-mph pace along a dual lane freeway when the Duesenberg came alongside the left of the car (remember the Hispanos are right-hand-drive). The driver looked over to me and raised his clenched fist several times, challenging me and indicating he wanted to try for speed. I shook my head but Alec said, "Why not show him?" I agreed and asked Alec to raise his hand with one finger, then two, then three. He demonstrated this to the other driver who nodded, giving his approval.

Alec did his thing and the Duesenberg spurted off and I held my speed. "Go!" Alec cried but I paused perhaps two seconds more and then floored it. We were still in top gear and quickly passed the challenger and held the speed. Alec and I were laughing. The challenger appeared alongside and wanted to try it again. We agreed, did the same thing and held our speed until he caught up. He asked to go another time but I refused; we were already over 90 mph and my tires were old; I never should have been going that fast.

Point proven. This Hispano-Suiza engine was the big one displacing 11.3 liters making 250 horsepower with 562 foot-pounds of torque against the Duesenberg's almost 7 liters, 374 foot-pounds of torque and actually more horsepower at 265. The J12 had a 2.72 rear-end ratio compared to Duesenberg ratios which ranged from 3.8 to 4.7. The immense torque of this engine made top gear acceleration quite formidable, even with such a high-speed rear end. Once with

new tires I wanted to see how fast the car would go; it was still accelerating at 100 when I backed off. I have driven the smaller-engined Hispano, still a huge 9.25 liters and 220 horsepower, and the torque was still monstrous and I feel that the same performance could be repeated even with the "small" J12 engine.



*112 Vanvooren Faux Cabriolet  
Jules Heumann photo*



CLASSIC CAR CLUB  
OF AMERICA

NEW ENGLAND REGION

*Submitted by NER Club Historian Frank Wemple*

*The following article appeared in the Winter, 1956, issue of "The Classic Car".*

## THE NEW ENGLAND STORY

*By F. LAWTON "DOC" BARROWS*



The first organized meeting of the individual Classic enthusiasts was held at the home of Joe Masters, West Concord, Mass., on April 25, 1954. On this historic occasion the founders of the Region, Dave Bigelow, Joe Masters and Basil Scully arranged for a Regional get-together on June 13th. This meet was held at Templeton, and got the Region off to a fine start with 19 cars and 30 National members attending.

The second meet, which was the crucial moment for the Region, was the Invitation to Headquarters, which has since become an annual event. At this time the National Headquarters and many of the New York members made their inspection and found that all was well.

Our big event of the year was the Fall Foliage Tour, which was a two day trip through the White Mountains and at which time National President Webber presented us with our Regional Charter. Preceding this a great deal of behind the scenes work had been going on, with the result that at this time a Constitution and a set of By-Laws had been prepared and distributed, and a slate of officers and directors had been functioning in their various capacities pending the election at the Fall meeting. This first group of elected officers and directors – who did so much ground work for the Region —are as follows:

President: David W. Bigelow, Collateral Duty, Activities

Vice President: Dr. F. L. Barrows, Collateral Duty, Publications

Treasurer: Thomas R. Mix, Collateral Duty, Ways and Means

Secretary: Richard L. Lundsted, Collateral Duty, Membership

Directors: Alfred Ellyson, Walter Himmen, Joe Masters, Basil Scully

*Continued on page 15*





The first Regional Activity for 1955 was a Board Meeting at Bull Run Inn at which time the matter of incorporating the Region was discussed. Dr. Cecil George of North Attleboro, President of the Auto License Plate Collectors Association, was a guest on this occasion and set up a display of some of his most interesting items. As a sign of increasing maturity Treasurer Mix announced that the Region now had a bank account in its own name, and future disbursements would be by check.

The first Car Meet of the year was April 24th at Springfield, Mass. Prestley Blake was our host and provided the Springfield College Field House. As a test of Political strength the Region attempted to get a bill through the State Legislature reducing the tax valuation of Classic Cars from 10% to 5% of the original cost. Unfortunately the measure never got beyond the tax committee.

The Princeton Meet, June 25th and 26th, was well attended and provided a two day outing enjoyed by the Region and our guests from Headquarters. Life magazine covered the meet in great detail, but subsequently the article – in greatly abridged form – was used in the Saturday Evening Post.

On July 2nd we took part in the Governor's Day celebration at Groton, all entrants winning prizes. Our July meeting was the picnic held at the Molter's home on Lake Massapug. Various automotive articles were sold at auction netting the Region \$75.00. We very much appreciated the Molters' kindness in giving us the use of their cottage and grounds for this highly successful meet.

N. E. REGION FINDS A HOME – For nearly a year the Housing Committee had searched for a barn or other building in a centrally located area suitable for our use as a clubhouse and garage. Mr. Joseph Masters, our first House Manager, placed ads in some of the suburban papers with this in view. We finally found an ideal set-up. This building, formerly a cow barn, is cement construction 130 by 34 feet, roll-up door in each end, lots of windows and well insulated. Electricity and water were available. This provided room for 15 cars in semi dead storage, and an area 20 ' x 34' for a clubroom. Storage rates were set at \$6.00 per month per car, and have remained there ever since. We agreed to take half the building for \$25.00 per month with a three months option on the other half. The September meet was held at the new Clubhouse, and the day was devoted to cleaning and fixing up the place, twenty-eight members and friends participating. As

another test of our strength we voted to hold our weekly socials on Wednesday evenings in spite of conflict with two other car clubs in the immediate vicinity. This has been a tremendous success and is still going strong with an average attendance of thirty. Our ladies take turns in providing refreshments (sandwiches, cake, coffee) mostly at their own expense. We have a "Kitty" and each one present throws in a quarter to take care of incidentals, and at first, to make sure the rent money was on hand. The project was successful almost from the start.

One of our members, Earl Vickery, very much dissatisfied with the work of the commercial chrome shops, took a correspondence course in Electroplating and opened his own Chrome Shop in his garage. Since then, in a leisurely and meticulous way, he has been turning out chrome plating for our members of a quality as good as or better than found on Classics when new. We are looking forward to the time when the Chrome Shop becomes a full time operation.

The big event of 1955 was the Fall Foliage Tour on October 14 to 16. The weather was terrible but enthusiasm was high and everyone had a good time. The Annual Business Meeting was conducted by the Vice President because of Dave Bigelow's illness. At this time we elected four Directors for two year terms: Mr. Donald Cooke, Mr. Arthur Mellor, Mr. James Nicolson and Mr. Richard Warren. At this time we had 75 paid-up members and a cash surplus.

On November 28th our President, Dave Bigelow, passed away after a long and losing battle with Hodgkins disease. We have missed him tremendously for, as one of the co-founders and our first President, his enthusiasm and skill in managing Regional affairs brought us through the early days up to our very successful Fall Foliage Tour.

The last meet of the year was held at the "Publick House", Old Sturbridge Village, with 49 attending. At this time the following changes in the management of the Region were made: Dr. Barrows was promoted from Vice President to President and continued with Publications; Tom Mix was elected Vice President and was in charge of Activities with the four Directors serving as his committee; the office of Secretary and Treasurer were combined under Dick Lundsted with Membership as his collateral duty. A Certificate of Appreciation to Gordon Webber for assistance in forming the New England Region, which had been prepared previously, was exhibited for approval before delivering it to Gordon. And so closed the year.

- 1956 -

The first activity for the year was the Board Meeting on January 27th. It was decided to lease the entire clubhouse at \$60.00 per month. The new Constitution proposed by Headquarters was approved and included in our application for incorporation.

The first meet of the year was on February 19th at the Wachusett Country Club. The new hospitality committee (consisting of the Managers' ladies) began their assignment and we believe they introduced all newcomers and made them feel at home with us. At the Business Meeting the new Constitution and By-Laws were adopted by the Region. Two new managers, Mr. Carter and Mr. Fosgate, were elected for three year terms. Manager Jimmie Nicolson, whose name was drawn by lot, was demoted from a two to a three year manager.

Meanwhile donations had been arriving at the Club House fast and furious. For example: enough canvas to partition off the Clubhouse portion, a two burner oil stove, an oriental rug, three gallons of light green paint, pictures and miscellaneous tables and other furniture.

The March meet was at the "Buckboard" at Farmington, Conn. We were indeed fortunate in having the day of the meet fall between two of the worse snow storms New England had seen for many years.

Our first Car Meet was a repeat of last year at the Springfield College Field House. This was held on April 15th, Mr. Blake again being our host. This year all prizes were won by Club Cars, visiting cars being relegated to the role of also ran. One of the unusual features of this meet was your Publisher appearing in a Packard instead of one of the Lincolns. The car belonged to Dick Payne of Seal Harbor, ME., but had been loaned to Dr. Barrows for reconditioning. By this time the car was in good shape but the competition in Springfield was too tough — no prize.

By this time the car storage charges and the Wednesday night "Kitties" were enough to put the Clubhouse on a self-supporting basis.

On April 25th the Boston Group — in lieu of the Wednesday night Social — attended the Motorama, later adjourning to the Alden's home for coffee and snacks.

The May meet was an outdoor one at the Holyoke Canoe Club on the West bank of the Connecticut River — 25 Classics made an appearance in varying degree of splendor — quite a few ready for the Grand Classic and some ready for restoration. This time the prize winning cars were so close that only the use of the Turnquist judging form made it possible to keep things straight. At future meets we will return the forms on request of the car owners as a guide to further restoration and improvement.

For the past four months the Wednesday night Socials had been held at various members' homes — principally because the water had been turned off at the Club for fear of freezing, but on May 2nd we resumed our meetings at the Clubhouse — 30 attending, including Mr. and Mrs. Mathews of Kansas City, Mo.

Invitation to Headquarters Meet was held at Princeton on June 9th and 10th. As usual it rained but no one seemed to mind and a grand week-end was enjoyed by all. At the business meeting following the dinner 55 were present. Our legal adviser had prepared the Incorporation Papers which seven of the Managers signed. Mr. Dean Gordon was appointed a three year Manager in order to provide the required number of signatures. Mr. Arthur Mellor displayed a sample of the New England Region Badge, which was received with great enthusiasm.

Week-end in Newport, R.I. This was an event so crowded with activity that remembering it leaves us breathless. We had Saturday breakfast in Woonsocket, a drive along Narragansett Bay, lunch at the Priory, a tour of the Newport Naval Base, including a visit aboard two destroyers, cocktail party at the Viking Hotel, a trip down the famous Ocean Drive, dinner at Castle Hill Hotel, a short business meeting, three prizes awarded by drawing, and two hours of color movies concerning Antique Auto Activities, Sunday breakfast at the Mile Post restaurant, a tour of the fabulous Vanderbilt mansion, a quick visit to Easton's beach, a trip to the Breakers stables to see the Antique Horse drawn vehicles — and last a visit to the home of Mr. and Mrs. Odell Chapman for a luncheon of homemade doughnuts and coffee.

*Continued on page 17*





CLASSIC CAR CLUB  
OF AMERICA  
NEW ENGLAND REGION

*Continued from page 16*

Sunday, July 22nd, 25 members of the North Shore Old Car Club visited our Clubhouse to get acquainted and inspect the property with an idea of doing something similar with their own barn. Fortunately enough of our local group were on hand to give them a good reception, and plans for a joint meet were begun.

The Region held its midsummer meet on Sunday, August 12th, again at the summer home of Mr. and Mrs. Leo Molter. Chicken Barbecue was provided, which was heartily enjoyed by more than 50 people. The Annual Auction netted us \$48.50 this time. A Board Meeting was called concerning politics, clubhouse and future meets.

At the Board meeting it was decided that the Regional Secretary-Treasurer was too far away and too busy to administer the finances of the Clubhouse. Jerry Moore was appointed new House Manager commencing September 1, handling all Clubhouse matters including finances, which are now kept entirely separate from Regional funds.

On Sunday, September 23rd, New England Region was the guest of the North Shore Old Car Club – 24 cars were present, and we proceeded from the N.S.O.C. Clubhouse in Peabody to Phillips Andover Academy. Because of the rain none of the planned activities were carried out, and the day was devoted to getting acquainted, demonstration rides, a picnic lunch, and a tour of the town.

The O'Shea-Harol wedding was almost a Regional Activity. We gave a personal gift shower to Jeanne, and a bachelor cookout and cash shower to John. Enough Classics turned up at the ceremony August 11th to form a CARavan from the church to the reception at the home of the bride's mother.

Once again the year's high point was the Fall Foliage Tour. This one was a three day meet, over the October 12th week-end, with less driving and more time for leisure. This time the occasion was covered by WBZ TV and broadcast later in the week. The attendance was 40 Classics, and 60 people at the Banquet.

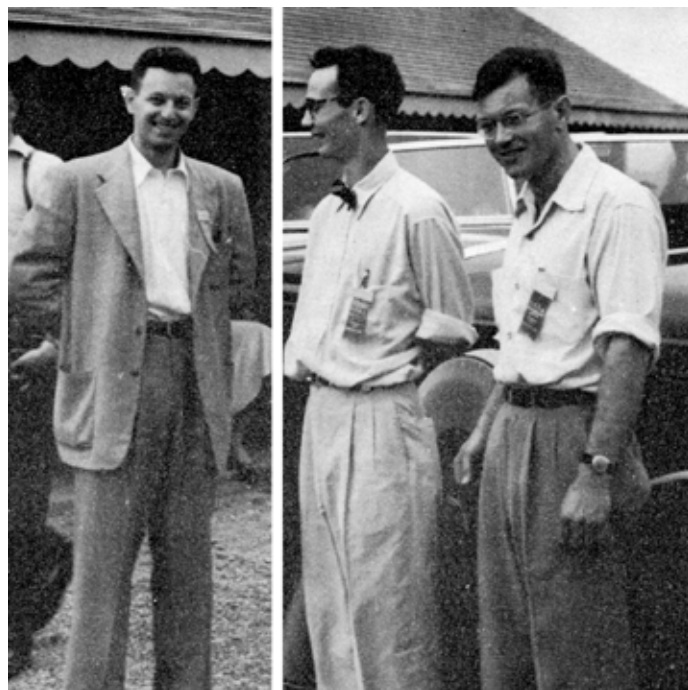
At the Annual business meeting Mr. Dean Gordon, Mr. Frank Mueller, and Mr. John O'Shea were elected to the

Board of Managers. The new officers elected were: Director — Mr. Arthur Mellor Collateral duty, Publicity; Assistant Director — Mr. Richard Warren Collateral duty, Activities, with the whole board as his committee; Secretary-Treasurer — Mr. Donald Cooke Collateral duty, Membership.

Dr. Barrows was to continue with Publications, and be an observer at Board meetings.

The long awaited Certificate of Incorporation was displayed, and 92 paid up members reported. House Manager Moore reported the Clubhouse operating at a profit, storage space sold out, and the Region reimbursed in full for all advances incurred during the early days of the project.

As we look back over the past two years at the New England Region and how it grew from nothing up to its present condition, we cannot help but feel that interest in Classic Cars is no passing fad. Nor is it a mere corny variety of exhibitionism. Owning and driving a Classic in Concourse condition is a real pleasure — a restful interlude of gracious living in the midst of the hurry and scurry of contemporary life.



*Masters-Bigelow-Scully*

*The Founders of the New England Region left to right:  
Joe Masters, Dave Bigelow  
and Basil Scully.*



CLASSIC CAR CLUB  
OF AMERICA

## 2021 EVENTS

*These events are subject to change*

### AMELIA ISLAND CONCOURS D'ELEGANCE

May 20-23, 2021 - The Ritz-Carlton, Amelia Island, Florida

### KLINGBERG VINTAGE MOTORCAR SERIES

Saturday, June 19, 2021 - New Britain, Connecticut

### JEFF DEMAREY & TOM LAFERRIERE CT & RI TOUR

June - July 2021 (Tentative - Stay Tuned)

### MISSELWOOD CONCOURS D'ELEGANCE

July 16-18, 2021 - Misselwood Estate, Beverly, Massachusetts

### DREAM RIDE

Sunday, August 22, 2021 - Farmington Polo Club, Farmington, Connecticut

### CCCA NEW ENGLAND MARTHA'S VINEYARD AND NANTUCKET TOUR

September - October 2021 (Tentative - Stay Tuned)

### LIME ROCK HISTORIC

Thursday, September 2 - Monday, September 6, 2021

### THE BOSTON CUP

Sunday, September 26, 2021

### AUDRAIN NEWPORT CONCOURS & MOTOR WEEK

September 30 - October 3, 2021 - Newport, Rhode Island

### AACA-HERSHEY

October 6-9, 2021

### GREENWICH CONCOURS D'ELEGANCE

October 23-24, 2021



## — MEMBERSHIP NEWS —

**Francis P. Mulderry** of Menands, NY, passed away on Saturday, December 26th, 2020, at the age of 88. Frank was a lifetime member and past president of the Classic Car Club of America and he also served as club attorney. He enjoyed CARavans in his 1931 Lincoln 8, K, Convertible Roadster by LeBaron around the United States with his wife Evelyn by his side. He was a member of the New England Region and served as legal counsel. He and Evelyn attended the Region's 60th Anniversary weekend that was held at the Dorset Inn, in Vermont in 2014. He is survived by his wife and eight children, eighteen grandchildren and seven great grandchildren. A full mass was held on January 2nd, 2021, which was followed by a committal service. Condolences may be sent to Evelyn C. Mulderry at 35 Park Drive, Menands, NY 12204.

**Donald J. Ineson** of Bridgton, Maine passed away on Friday, January 22, 2021 at home with his beloved wife Ann and their sons John and David beside him. Don served in the U.S. Army and was stationed in Germany. Beginning in 1956, Don owned and operated a speciality products machine shop in Oakville, CT. When not working Don and Ann loved to ride motorcycles and they loved to travel, Switzerland was one of their favorite places. Don and Ann retired in 2008 and moved to Bridgton, Maine. They enjoyed their Maine life with family and friends and three orange tabby cats. Don was a lifetime member of the Classic Car Club of America and the American Motorcycle Association. He was an active volunteer of the Boy Scouts of America and he loved to collect and restore classic cars. He also shared a lifelong friendship with a long time member, Jack Cable who was Don's best man at his wedding 63 years ago. Don is survived by his loving wife Ann, sons John and David, three grandchildren and a great grandson. In lieu of flowers, donations can be made to Androscoggin Home Healthcare & Hospice <https://androscoggin.org/donate/> or Harvest Hills Animal Shelter <https://harvesthills.org/>. A private family service is planned. Condolences may be sent to Ann Ineson, 107 Highland Pines Road, Bridgton, ME 04009-3587.

**Our membership Chair, Elliot Friend** reports that to date we have 144 members who have renewed, and 51 who have not renewed. Plans to contact those who have not renewed are being made. Among the 121 members there are 5 new members.



CLASSIC CAR CLUB  
OF AMERICA

## SHOW BUSINESS

**Bill Warner, Founder and Chairman  
and his team of Amelia Island Concours d'Elegance  
has announced that the date has been moved to  
May 20-23, 2021.**

# 2022 PILGRIM GRAND CLASSIC & MINI CARAVAN JUNE 15 - 19 2022

*by Jon & Diane Elmendorf*

Two years ago, Diane and I sponsored our first Grand Classic, we had a ball. The setting was at Heritage Museums and Gardens, with a short mini CARavan before the event. The feedback from attending members was that it was quite a success, so we are planning another one for June 15 - 19, 2022.

Our plans are to arrive at our host hotel on Wednesday, June 15, for registration, dinner on your own (local restaurants will be provided) of course the hospitality room will be open.

Thursday after a good night sleep we will CARavan to Plymouth and enjoy the day at Plimoth Patuxet formally Plimoth Plantation, drive back to the Cape with a dinner together that evening.

Friday is a bus trip to Newport to see the outstanding car collections there.

Saturday will be the main event. Our Grand Classic will be held on the beautiful grounds of Heritage Museums and Gardens. Our awards banquet will again take place in the Heritage Round barn among their cars.

Spring is a great time to see the Heritage grounds and this will be a wonderful event to catch up with all our CCCA friends.



*Plimoth Patuxet*



*Judging at Grand Classic*



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*We thank everyone who entered for supporting the Museum during this  
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