

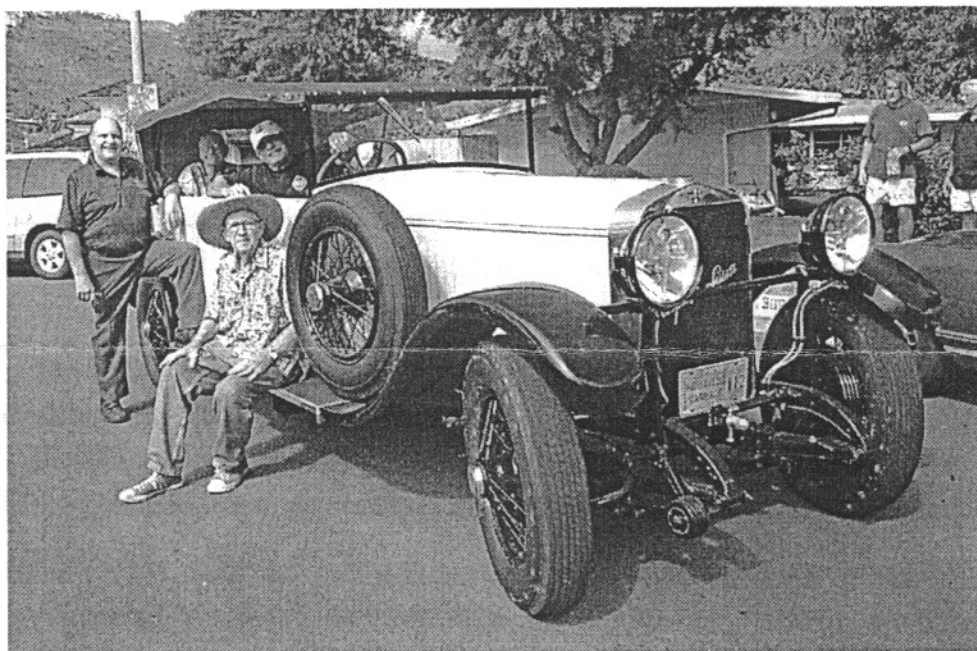
January 2013



Year 37, Issue 1, No. 175

THE ALOHA REGION'S NEWSLETTER

THE SCORED JOURNAL



Club News: A Grand Automobile Departs Hawaii. Jud Ihrig's 1926 *Hispano-Suiza H6B* has left for Colorado. Last year Victor Weisberger, Bob DeBone, Harley Neff, and Jim Wayman posed with the car in front of Jud's home (Victor and Harley have since passed away). In December the *Hispano-Suiza* was loaded into a shipping container bound for Jim's home in Colorado. Jim is helping Jud prep the car for sale at the RM Auction at Pebble Beach in August, 2013. (Jim reports that it arrive in Colorado safely in January)

Jud's *Hispano-Suiza* is one of the greatest cars to have ever spent time in Hawaii. The *Hispano-Suiza H6* series entered into production in 1919, after the company's success in building World War One aircraft engines. Marc Birkigt, the chief designer, incorporated many of the design features of *Hisspano-Suiza* aero-engines into their automobiles. The all-aluminum engine displaced 6.6 liters (403 cu in) and employed an advanced overhead camshaft design.

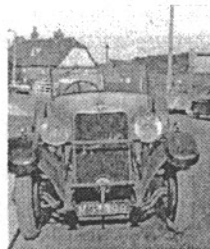
The *Hispano-Suiza* design and construction quality were industry leaders in the 1920s. The 35 lb. crankshaft was reportedly milled from a 600lb steel billet and rode on seven main bearings. The aluminum block used screwed-in steel cylinder liners. The company also patented a mechanical servo four-wheel braking system, which included 16 inch aluminum drums with cast-in steel liners. The braking system was so good that *Roll-Royce* licensed it from *Hispano-Suiza* for their own luxury cars. The *Hispano-Suiza* H6B, and later H6C with an 8 liter engine (488 cu in), established the company's reputation as the premier high-technology/luxury/performance automobile manufacturer of the 1920s (*Bentley* and *Mercedes* owners might disagree). The *Hispano-Suiza* H6 series stayed in production until 1932; when the company introduced the J12, with a massive 9.5 liter (580 cu in) V12 pushrod engine, thus continuing the *Hispano-Suiza* tradition of super-luxury and sporting performance.

The *Hispano-Suiza* automobiles were prohibitively expensive and appropriately appealed to both royalty and the super-rich around the world. And as was the custom of the day, the company sold only the running chassis (as did *Rolls-Royce*, *Bentley*, *Duesenberg* and others). These luxury car manufacturers catered to the custom car market, where each chassis had a custom body built by an outside builder. Thus the *Hispano-Suiza* chassis was graced with many of the finest custom bodies available in France, England, Germany, Italy and the United States.

Jud's car was bodied in England using the *Weymann Motor Bodies Ltd.* patented fabric-over-wood design, known for its ultra-light weight and quiet ride on rough roads. The *Weymann* system was similar to the construction of World War One aircraft, which was considered state-of-the-art technology until the early 1930s.

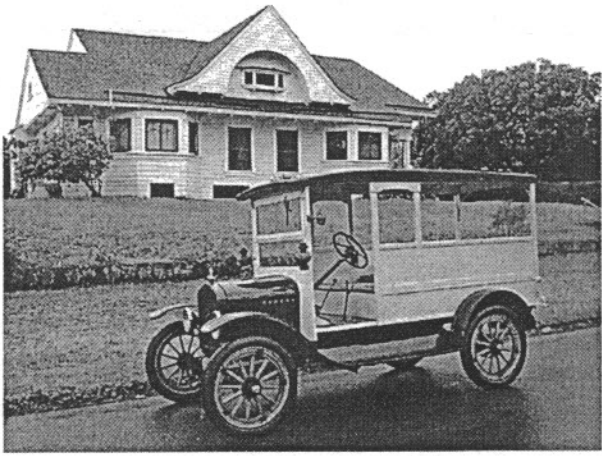
Jud's *Hispano-Suiza* had impressive performance for its day. Guy Slaughter, the former owner of a 1929 *Bentley* 4 ½ and a 1930 *Packard Speedster Phaeton*, confessed that Judd's car had even more performance than his own high-performance *Classics*.

It is always a day of mixed feelings when one parts with an antique automobile, and Jud's *Hispano-Suiza* was truly in a class by itself. Hawaii will likely never see one again, so there is no doubt that it will be missed by all of the club members... "Aloha *Hispano-Suiza*."

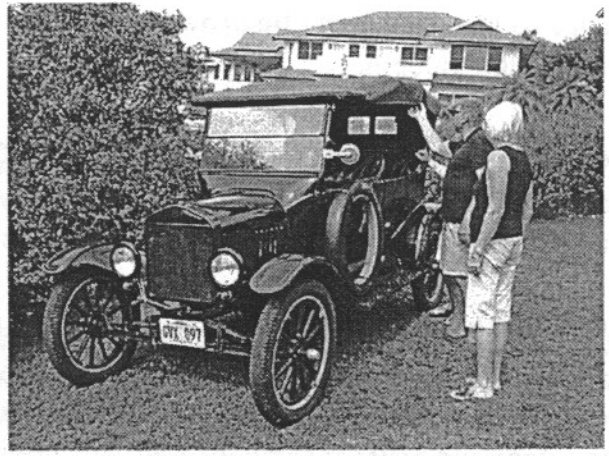


Jud's car in England c.1960

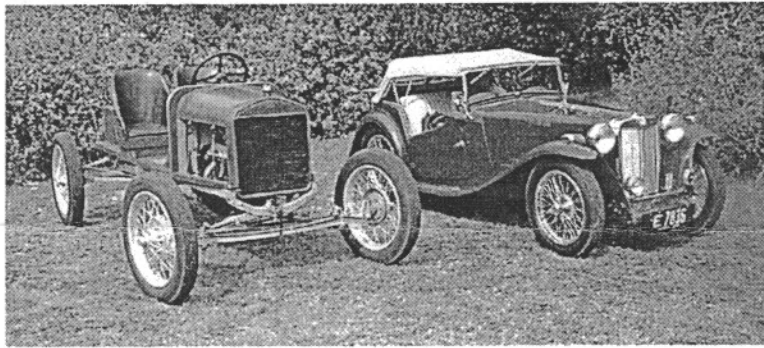
The Annual Morgan Family's November Antique Automobile Party



J.D. Adams' Ford Model T



Richard Morgan's Ford Model T



Richard Morgan's T Speedster and Fred Weisberger's MGTC



The Nakamoto's Cadillac



Lunch on the veranda



Admiring Richard Lloyd's 1949 Studebaker

On November 17, 2012, the Morgan Family hosted their annual Antique Car Party at their historic Makiki estate. About 50 members, friends and family attended. There were nearly 20 antique cars, in spite of the threatening weather. Ed Kemper and the *Island Driver* TV show cameraman filmed the event and several members and their cars appeared on the TV show. (Look for CH. 12 re-runs!)

January Meeting: Saturday, January 19, 2013 Howard Andrus & Family will be hosting the meeting. Howard has two wonderful Ford Model Ts and other interesting things to see. Lunch will be provided. Address: 47-670 Wailehua Place, Kaneohe. Time: 10:00-1:00pm.

February Meeting: Saturday, February 16, 2013 Bob DeBone will be hosting another meeting at his Peerless garage—behind the Kailua Shell Gas Station and Hungry Ear Records—in the middle of Kailua Town. Any questions, call Bob at 261-7518

March Meeting: Friday-Sunday, March 22-24, 2013 If the club is invited back again (*I do not know until a few weeks before the event—Fred.*), we will be participating in the *First Hawaiian Auto Show*. We will have 10-12 members cars displayed and all members can attend the new car show for free! Any questions, call Fred at 254-0392.

New Event Locations Needed! *One of the most difficult aspects of maintaining this club is the need for locations for the club's monthly meetings. Please try to host a party or gathering. Or perhaps find an interesting location or another car club event that our club can attend. Any ideas? Please call Fred.*

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IMPORTANT NOTE: PLEASE PAY YOUR DUES FOR 2013

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