

The **ARIZONA** Classic
Roadrunner



**Hispano-Suiza, Scripps-Booth Vitesse V8,
Fall 2016-Spring 2017 Events**



**Bill Ingler's 1924 Hispano-Suiza H6B Graber
at the 2014 Arizona Concours d'Elegance**

Classic Car Club of America, Arizona Region—Summer 2016

Arizona Region Classic Car Club of America

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**Check out our website at:
www.arizonaccca.org**

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On the covers: Front: Bill & Nancy Ingler's 1924 Hispano-Suiza H6B Phaeton by Graber at the 2014 Arizona Concours d'Elegance (photo by John Ossenfort); Back: The 1915 Scripps-Booth Vitesse V8 at Alan Travis's Garage: Lisa Capra, Carol Booth Beesley, Tom Booth, Alan Travis, Cam Warren in car (photo by Ken Dennison)

Four Roadrunner issues will be published in 2016: January-February, March-April, Summer, and October-November. Contact the editor, John Ossenfort, at ossenfort@msn.com or 928-913-0005.

What is a Full Classic® Car? *A Full Classic® as defined by the Classic Car Club of America is a "fine" or "distinctive" automobile, American or foreign built, produced between 1925 and 1948. Generally a CCCA Classic was high priced when new and was built in limited quantities. Other factors including engine displacement, custom coachwork and luxury accessories such as power brakes, power clutch, and automatic lubrication systems, help determine whether a car is considered to be a "Full Classic®". The complete list of recognized classics may be obtained from the Classic Car Club of America, P.O. Box 346160, Chicago, IL 60634.*

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

A Message from Region Director Gary Capra



Howdy to all,

I hope that everyone is doing fine. It is September and the Valley loyalists have been blinded by heat, monsoon, humidity and more heat. We are ready once again for the climate to change in our favor. It's that time once again, when the desert heat dissipates and car enthusiasts begin to show up in droves.

Welcome back, if you have been out of town— it's time to gear up for fall. The board has some new wrinkles in store, along with some tried and true activities. We start with Trunk or Treats, a new Halloween activity in October, followed by the all-important Annual Meeting and of course the December Holiday party. The Arizona Concours d'Elegance and the associated Auction Breakfast, of course, you will not want to miss. (Note that the Auction Breakfast this year will be on the Wednesday in the middle of auction week, the better to attract out-of-town attendees).

We will have a new twist to the poker run. In the spring we hope to visit a dude ranch, go on a garage tour, and again have Classics Under The Sun. And don't forget about the restaurant tour (formerly the Third Thursday dinner) organized by Dee Pellegrini. This all makes for a busy plate and volunteers are encouraged and very welcome. I hope you mark your calendars accordingly.



In this Roadrunner issue there is a history of the Hispano-Suiza motor cars. And you will learn about the Scripps-Booth Vitesse which was produced by a long-lost relative of my wife Lisa. I thank Alan Travis for his time, passion and knowledge that brought Lisa and her relatives together. The car is fantastic. I hope you enjoy the article.

Very truly yours,

Gary Capra
Director

DON'T MISS ANY OF THE EXCITEMENT!
SEE THE NEXT PAGE FOR THE PRELIMINARY LIST
OF ACTIVITIES THIS FALL AND NEXT SPRING!

Arizona Concours Now Accepting Entries For 2017

The Arizona Concours d'Elegance is now accepting entries for the 2017 event. There is no charge to apply or for selected entrants.

This year, featured classes are "Lincolns of the Classic Era", "Cars of Ettore & Jean Bugatti", and "Coachwork by Vignale". Regular classes will cover pre-1915 antique automobiles, pre- and post-war American & European sports and racing cars, American and European classic cars open and closed, iconic post-war American cars, preservation, avant-garde and exotics.

Don't forget that the Arizona Concours weekend includes automotive-themed panel discussions on Saturday, January 14th as well as the popular Arizona Tour d'Elegance (Concours entrants only) on Monday, January 16th.

Access the submission form at <http://arizonaconcours.com/vehicle-submission-2017/>. If you have questions, please contact Mark Shaw at MShaw@ArizonaConcours.com or Chuck Stanford Jr. at CStanford@ArizonaConcours.com.

BAD NEWS AND GOOD NEWS

A group of older members were discussing their medical problems at the Arizona Region's Annual Meeting.

"Do you realize," said one, "my arm is so weak I can hardly hold this coffee cup."

"Yes, I know," replied the second, "my cataracts are so bad I can't see to pour the coffee."

"I can't turn my head," rejoined the third, "because of the arthritis in my neck."

"My blood pressure pills make my dizzy," commented the fourth, adding, "I guess that's the price we pay for getting old."

"Well, it's not all bad," piped up the first, "We should be thankful that we can still drive."

2017 Arizona CARavan!

After a 10 year break, the Arizona CARavan is back! Save the dates of October 14th to 22nd, 2017, for a great tour of Northern Arizona. The CARavan will start and end at the Carefree Resort; highlights will include the Grand Canyon Railroad and the Canyon itself, Lake Powell, Monument Valley, Canyon de Chelly and the red rocks of Sedona.

Don't miss this chance to tour some of the highpoints of our scenic state!



Fall-Winter 2016-Spring 2017 Regional Events

October 29	Trunk Or Treat	Rapoport/Dennison
November 6	Annual Regional Meeting	Briskman
December 10	Holiday Party	Lillard
January 15, 2017	4th Arizona Concours d'Elegance	Cornish/Winkler
January 18, 2017	Auction Breakfast	Capra/Evans
February 11, 2017	Classics Under The Sun	Briskman
February 25 or 26	Poker Run	Dennison/Capra
March 11, 2017	Dude Ranch	Pellegrini/Price
April TBD, 2017	Garage Tour	Evans/Dennison/Rapoport
Oct. 14-22, 2017	Arizona CARavan	Lillard

National CCCA 2016-2017 Events

CCCA Annual Meeting	
March 30-April 2, 2017	Reno, NV
Grand Classics:	
September 8-10, 2016	Indiana Region (Kokomo, IN)
CARavans:	
May 12-21, 2017	Nordic CARavan In South: New Orleans (Upper Midwest Region)

European Classics A-Z:

Hispano-Suiza:



The Flying Stork

By John Ossenfort

Considered by many to be the finest car ever built, Hispano-Suiza has a long and varied history. It was founded in Barcelona in 1898 under the name *La Cuadra*, and the Swiss engineer Marc Birkigt was hired early on to design their first gasoline-powered engine. After several bankruptcies and name changes, the company was renamed *La Hispano-Suiza Fabrica De Automoviles* in 1904.

After several racing successes in France in 1910 and with the resulting French consumer interest, a new factory was built in the suburbs of Paris. At the start of World War I in 1914, a larger factory built nearby in Bois-Colombes soon became, and remained, the company's main plant. Hispano-Suiza built most of the aircraft engines for the Allies during the war, using a new cast block V8 overhead cam engine designed by Birkigt. This engine powered some of the most notable aircraft of the war, including the British SE5A and the SPAD S.VII, S.VIII and S.XIII.



Above: SPAD S.XIII in the livery of Captain Eddie Rickenbacker, powered by the Marc Birkigt-designed Hispano-Suiza V8.

Once automobile production returned, the company began producing the H6 model, powered by an inline 6-cylinder all-aluminum overhead cam engine based on their aero engine. Other advanced features included a 7-bearing crankshaft, enameled water passages, and 4-wheel drum brakes with power assist (the first) in the ladder frame. The 6.6-liter engine produced 135 horsepower and drove the car to 85 mph. The H6B with additional power arrived in 1922. All Hispano-Suizas were bodied by various notable European coachbuilders,



Top: 1925 Hispano-Suiza H6B Cabriolet De Ville by Kellner at the 2014 Arizona Concours d'Elegance

Above: 1924 Hispano-Suiza H6B Dual Cowl Phaeton by Million-Guiet

In 1923, the French branch of the company was incorporated as *Societe Francaise Hispano-Suiza*, providing a measure of design independence although the Barcelona parent company retained a 71% share.

In 1924, at the insistence of aperitif heir, inventor and racing driver Andre Dubonnet, a special H6C was built for the Targa Florio with a “tulipwood” (mahogany) body by Nieuport, weighing only 160 pounds, and an 8-liter 195-hp straight six. In 1938 Dubonnet commissioned another H6C to advertise his own independent suspension design. Known as the Xenia Coupe, it carries a streamlined modern design bodied by Saoutchik.



Top: 1924 Hispano-Suiza H6C “Tulipwood”
 Middle: 1938 Hispano-Suiza H6C Dubonnet Xenia Coupe by Saoutchik
 Bottom: 1928 Hispano-Suiza H6C Transformable Torpedo by Hibbard & Darrin

Meanwhile, the Spanish factories were producing mostly 4-cylinder models and trucks. The exceptions were the T56, T56Bis, and T64. The T56 and T56Bis were the Spanish version of the H6C; the T64 was similar to the French HS26.



Top: 1926 Hispano-Suiza T56Bis Foursome Coupe by Park Ward
 Above: 1930 Hispano-Suiza T64 Cabriolet by Karmann
 Below: The famous stork radiator emblem was taken from the squadron symbol of WWI French flying ace Georges Guynemer.



In 1930 the lower priced model HS26 (or Junior) was introduced, with a scaled-down 4.6-liter version of the H6 engine. This was an attempt to produce a more cost-effective Hispano-Suiza as the depression took hold. It was essentially a Ballot HR3 chassis with a Hispano-Suiza engine. Ballot was subsumed by Hispano-Suiza in 1931.

The Junior was replaced in 1934 by the K6, which had a slightly larger engine (5.2 liter, 120 hp) but used the standard Hispano-Suiza chassis. It was produced until 1937. Both these models often carried the prettiest sporting coachwork of all the cars.

The final classic model produced by the French factory was the J12, introduced in 1931. This high-end luxury car was powered by a 9.4-liter 220-hp V-12 with pushrod-operated overhead valves (the OHC design was deemed too noisy). A few later models received an 11.3-liter 250-hp engine. At one time it was the most expensive car in the world. It was produced until 1938, when production turned to aircraft engines and armaments. (The Lockheed P-38 Lightning carried a 20-mm cannon based on an H-S design). After the war Hispano-Suiza continued in the aerospace industry until taken over by another firm.



Top: 1932 Hispano-Suiza HS26 (Junior) Cabriolet Victoria by Fignoni & Falaschi
 Middle: 1934 Hispano-Suiza K6 Coupe by Van Vooren
 Bottom 1935 Hispano-Suiza K6 cabriolet by Brandone



Top: 1935 Hispano-Suiza J12 Berline Transformable by Saoutchik
 Above: 1936 Hispano-Suiza J12 Convertible Victoria by D'leteren Freres

As a footnote, a few modern Hispano-Suiza design experiments have shown up occasionally at auto shows since 1999, so perhaps we'll see another great car from them some day.

All French 6-cylinder Hispano-Suizas (H6B, H6C, HS26, K6, and J12) are recognized as classics by the CCCA. The Spanish models T56, T56Bis and T64 are also recognized classics.

There are 25 Hispano-Suizas listed in the 2016 Handbook: 10 H6B's, 5 H6C's, 5 K6's, and 5 J12's. An additional H6B is owned by the Arizona Region's Bill Ingler (see front cover).

The Scripps-Booth Vitesse V8 Reincarnated



By Lisa Capra
Photos by Ken Dennison
& Tom Booth

The story begins when Ken Dennison asked renowned collector and restorer Alan Travis to show Gary Capra his fine collection of early automobiles. Gary has a love for the early automobiles and horseless carriages (his father had a 1910 Buick), and Gary and his family participated in fun parades when he was young. While Gary and Ken were viewing Alan's cars, Gary noticed the Scripps-Booth emblem on the 1915 Vitesse V8 (n/c) vehicle in the back corner of the garage. Gary recognized the name, having seen the 1913 Scripps-Booth V8-powered Bi-Autogo motorbike at a museum we had toured in Owl's Head, Maine.



Above: The Vitesse V8 radiator with Scripps-Booth (n/c) emblem

Alan explained how he had come to purchase the Vitesse V8 Speedster. He had purchased the vehicle in several pieces from a museum. The car was a prototype and was never completely assembled. It was originally built in 1915 as a show car to be powered by a 160-cubic inch V8. The museum knew that if anyone could assemble it, it would be Alan Travis. On this day of our first visit it was about 85% completed.

In November 2015, a garage hop was held for the Arizona CCA Region at Alan Travis's garage (see October-November 2015 *Roadrunner*). It was on this day, almost a year after Gary and Ken's first visit, that Lisa first got to see the Vitesse V8 Speedster. Lisa explained that it was her uncle James Scripps Booth who had invented the vehicle. He had invented several other vehicles as well. Scripps Booth was heir to the Scripps publishing empire.

Alan Travis not only loves his cars but more importantly he loves the history and family behind the vehicles that he was showing the club members that day. He was particularly proud of his 1898 Jeanperin Voiturette, one of the earliest production cars, which he had driven in the London-to-Brighton run. At the end of the tour, Alan promised Lisa a ride in the Vitesse once it was completed.



Top: The 1915 Scripps-Booth Vitesse V8 auto completed
Above: The 361-ci V8 engine, one of the earliest from Detroit, from a design by Alanson Brush, with a Zenith carburetor and Atwater-Kent ignition

In January 2016, a few months after the tour, Alan contacted Lisa with great excitement. He had found a complete video on the history of the Scripps-Booth vehicles available through Cranbrook School in Birmingham, Michigan. Alan had not only contacted the school but had also reached out to Lisa's cousin Tom Booth in Birmingham. Cranbrook had once been the home of James Scripps Booth and his family, but years later it was designated a school for young men. Lisa's father, James Scripps Whitcomb, actually attended Cranbrook throughout his schooling. Alan was now motivated to finish the car and to have not only Lisa ride in the car but to have her cousins ride in it as well.

this historical event of interviews with the descendants so as to preserve all the known history for Alan's archives.

The Vitesse speedster did not make it into production, but V8 roadster and coupe versions were produced as the Model C. James Scripps Booth designed several other cars, including the Rocket and the Bi-Autogo, but left the company over disagreements with management. The company was purchased in 1917 by Chevrolet and later merged into General Motors. Approximately 60,000 cars were produced by the company before it was closed down in 1922.



Above: Tom Booth (nephew of James Scripps Booth) and Cam Warren Booth (son of James Scripps Booth) in the Vitesse V8
 Below: The Scripps-Booth "extended family": Peter Beesley, Tom Booth, Carol Booth Beesley, Cam Warren Booth, Lisa Capra, Gary Capra

Above: Lisa Capra (niece of James Scripps Booth) with restorer Alan Travis in the Vitesse V8 on its first drive

In mid-January it was the 100th year anniversary of the presentation of the original Vitesse V8 Speedster at the 1916 New York Auto Show, and the first time it would ever be driven. On January 22nd, a reunion of the Scripps Booth family took place in the garage of Alan Travis. The car had been completed; the family was interviewed to discuss the history of the automobile, and also took the first drive in the car. Family members included Lisa Capra, her cousins Tom and Tom's sister Carol Booth Beesley, and their uncle Camden Warren Booth, the son of the car's inventor. A professional video production company was hired to record



Welcome To The AZ Region CCCA Club Store

arizonaccca.org

Please browse the store and select the items you would like to purchase and Dee will be happy to order them for you. See page 11 for available items. All the apparel has an embroidered logo of the Arizona Region CCCA. Start your shopping today and support our club!!

Does anyone need a beautiful 1941 Cadillac grille? I have an original grille that has never been re-plated and needs a new home. If you have priced new chrome plating for a '41 Cadillac grille then you know the starting price is \$3000. The price on this outstanding grille is \$500 and if interested I can send you more pictures of the grille.

I also have the following 1941 Cadillac parts for sale: generator, instrument cluster, horn ring, tail light lenses with bezels and steering wheel.

Please call Bill Ingler 480-488-5853 in Scottsdale.



Roadrunner Advertising

Non-commercial ads by Arizona Region members for classic cars or classic car parts or accessories are free. Other ads *per issue* of the *Roadrunner*.

Business card (3.5 x 2") \$6.00; quarter page \$12; half page \$20; full page \$40. **Ad fees payable in advance.** Contact John Ossenfort, 928-913-0005 or ossenfort@msn.com. **The Roadrunner is published 4 times per year.**

CAR STORAGE SPACES AVAILABLE

Rosemary Price has a very large space for storage of about 20-21 cars at Hayden & Acoma. Please contact her at 480-235-0420, or email marvin.rosemary@gmail.com.

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TECH TIPS

BATTERY MAINTENANCE

Old classic cars often suffer from battery terminal neglect. Many old car batteries are hidden in out of sight locations, so do not get regularly serviced. Battery terminal corrosion can cause slow cranking, or no start problems.

A yearly cleaning of battery terminals and battery posts will help keep your classic car cranking and starting easily. Once the battery terminals and battery posts have been wire brushed clean, you can apply this home brew mixture to keep corrosion away. Mix 2 tablespoons of ordinary baking soda into a small baby food jar filled with Vaseline. Be sure to stir the mixture well. This mixture protects battery terminals extremely well from corrosion. The baking soda effectively neutralizes the battery acid that creates the corrosion on the terminals.

Glenn Hedrich, LBCarCo Tech Tips,
11/30/2014

Welcome To The Arizona Region CCCA Club Store!
**Summer's approaching! Go to arizonacc.org to see our online store
and get our order form.**



Wind Jacket
JST70—\$50.00



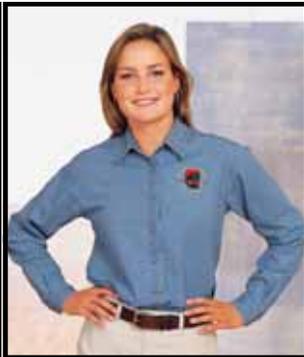
Ladies' Silk Blend
Camp Shirt
L533-\$60.00



V-Neck
Sweater Vest
SW276—\$50.00



Reversible
Nylon/Fleece
Vest
J749—\$45.00



Long Sleeve Denim Shirt
Men's SP10
Ladies' LSP10
\$45.00



Fleece
Blanket
With Strap
BP10—\$35.00



Silk Touch
Polo Shirt
Men's K500
Ladies' L500
\$35.00



Fashion
Sun Visor
C840—\$20.00



Brushed Twill
Cap
CP77—\$20.00

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**The 1915 Scripps-Booth Vitesse V8 (n/c)
in Alan Travis's Garage Before Its First Run**

