

Havana Cruise 2016

Back on June 11th, the 9th Annual Havana Cruise was held on a bright, sunny Saturday. The event, as always, was well run, and the fun never stopped. It's difficult to determine for sure how many cars attended the event, but suffice to say it was well attended, and we gave the spectators on Havana Street a good show.

Many thanks to Gayle Jetchick of the Havana Merchants Association and Dick Thompson of CCCC. These two put in a tremendous amount of hours to ensure that the event works smoothly.

If you have never brought your car out for this event, you owe it to yourself to attend the 2017 cruise. It's a fabulous event and you'll have a great time.



More Photos from the 2016 Havana Cruise



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Silver Streak Pontiacs Prepped on the Drive Away Line

Pontiac called the 1939 offering's "America's Finest Low-Priced Car" and produced three different models all with L-head engines and three-speed transmissions. The "Quality Six" with an 115-inch w.b. and the 120-inch w.b. "Deluxe Six" feature 222.7 c.i. six cylinder engines; the top-of-the-line "Deluxe Eight" also on a 120-inch w.b. chassis is equipped with a 248.9 c.i. straight eight.

The drive away cars were prepared on a special line for the customer, who often took a vacation for the occasion, traveled to the factory and drove it back home. According to Thomas A. DeMauro at Hemmings Daily, factory drive away's started to decline in the late-1950s when lower auto shipping rates arrived.

The first factory drive away no doubt happened shortly after the first car was manufactured in the US and sold to the public. When good roads came into being, longer distance drive aways became more common and also included individual dealers and distributors that sent hired drivers by train to the assembly plant.



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Signs of the Time at a Richfield Station in Compton, California

The story behind this filling station image is all about signage, and not the Richfield or Gilmore signs; this photo was actually taken for Pennzoil. The Oil Company was founded in Los Angeles in 1913, and the photo was one of a series shot in the LA area of the placement of Pennzoil signs at service stations circa 1930.

The location is G.H. Hoyt's Richfield gasoline station in Compton, CA that was located about eight miles south of downtown Los Angeles. The Richfield Oil Company apparently had a business relationship with the Gilmore Oil Company whose "Blu-Green" Gasoline sign is also displayed at the front of the station above a 1930 Model "A" Ford.

Around the back of the building is a Bowes Seal Fast truck possibly making a delivery of its inner tube patches and other tire service supplies. Just to the left of the G.H. Hoyt and Pennzoil signs is an air tower and hose for filling tires along with a water hose for radiators.



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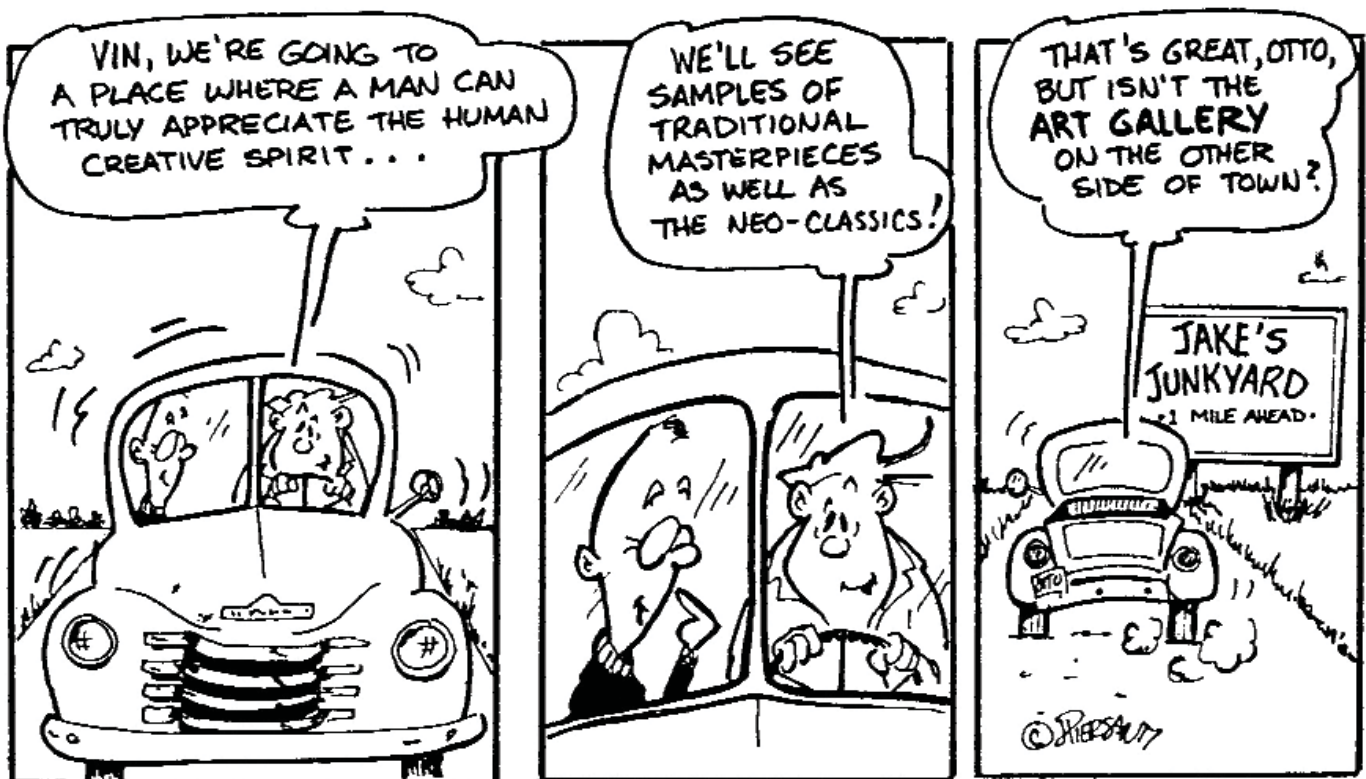
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"Otto Mechanic"

By Jay Piersanti



The Philippine 1935 Auburn 851 Speedster and the Piggy

This Speedster was originally ordered from the Auburn Automobile Company by Philippines plantation owner Eduardo Montinola. In 1934 Eduardo was courting Philippines socialite Susan Magalona. In an effort to win her hand, he asked what she most craved and she told him, "a fast sports car". He ordered an Auburn Speedster that was delivered in 1935 and the courtship went into overdrive. For some reason, Eduardo's father thought to cool his son's ardor and sent the lad on a world cruise.

Home again in 1938, Eduardo was heartbroken to discover that his love had found another, and he lost interest in the Auburn. His brother Renato took over and used the car as part of a playboy lifestyle until 1941 when the Japanese arrived to stop all play, and the Montinolas hid the car from enemy eyes at their island sugar plantation.

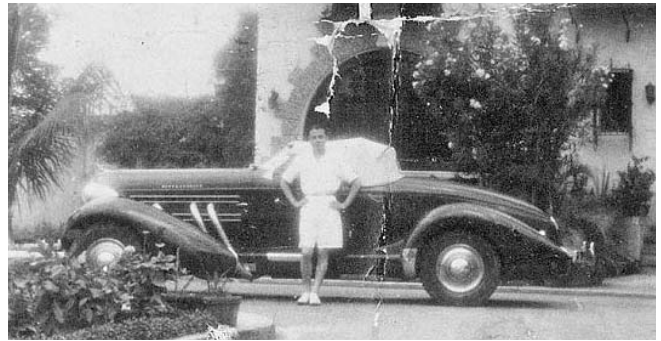
By 1968 the Speedster was still in the Philippines where it sat forlornly for many years while Senor Montinola fought off all attempts by eager buyers. In 1986, however, the RHD Auburn was discovered and purchased by a garage proprietor from the United Kingdom and he shipped it home for restoration. In 2011, the car was bought by the current UK owner who carried out a second restoration which included a simulated alligator skin interior à la the famous Barbara Hutton Speedster bought for her umpteenth husband. The car has had seven owners over the years and has done only 17,000 miles from new.

Only eleven right-handed Speedsters were built in the years 1935 and '36. The updated model was a last gasp attempt to save the terminally ill Auburn Motor Company by putting a bit of eye candy into the showrooms. Engineering by the legendary Augie Duesenberg and hastily designed by Gordon Buehrig of Duesenberg and Cord fame the car was an amalgam of ostentatious styling and parts bin engineering.

The engine was a rather pedestrian 279 cubic inch Lycoming flat head straight eight and to improve performance a Schwitzer-Cummins centrifugal blower was added which hiked output to a reputed 150 bhp.



The design of the car makes no concession to practicality except for the inclusion of a door for the golf club compartment on the passenger's side. Strictly a two-seater and a none too generous one at that, there is no provision for easy access to a luggage compartment.



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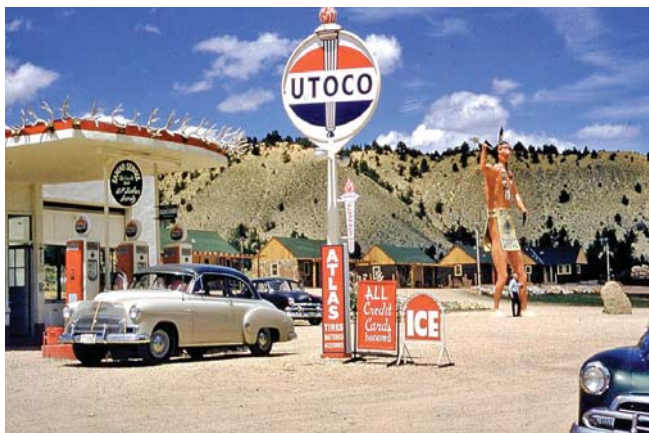
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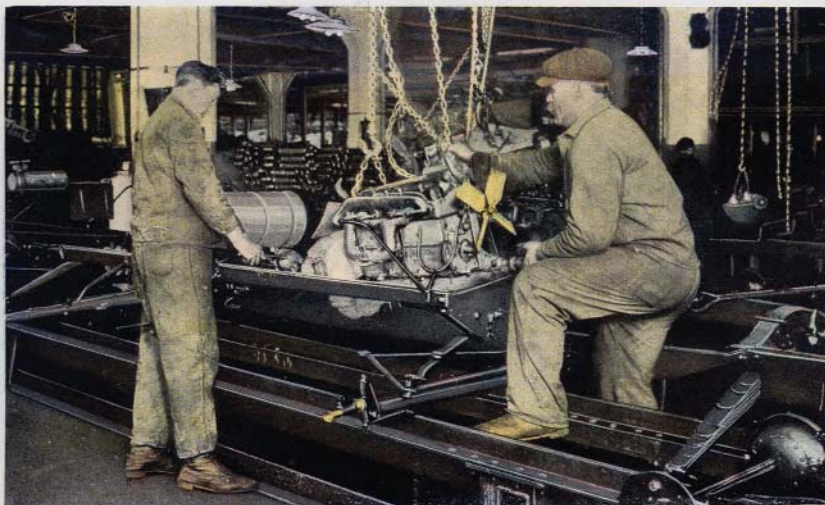
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Kodachrome Photo Series: Original photos from years past...when cars were an essential part of any photograph.



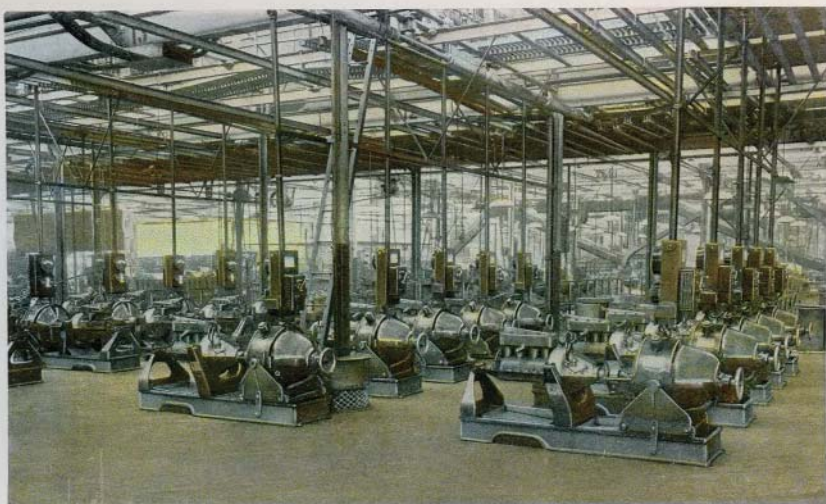
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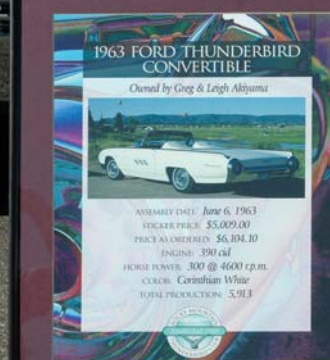
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Would you like to see this newsletter continue?

I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

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Rates subject to change without notice

Colorado Collector Car News

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

Collector Car Council of Colorado (CCCC)

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