

# The Scored Journal

## ALOHA REGION

Issue: 164

June - July  
August - Sept

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## FEATURE STORY, MODEL T FORD SPEEDSTER

This striking one-of-a-kind model T Ford speedster was seen at the 100th anniversary of the Ford Motor Company in 2003 in Centerville Indiana.

The handcrafted narrow brass radiator was unique and the overall appearance of the speedster was beautiful due to the perfect proportion of the body as it blended with the radiator.

Historically, model T Ford racing cars called speedsters in the teens and twenties were cobbled together in garages and backyards from junked cars of various years as all model T factory parts were interchangeable regardless of the year.

Stripped of fenders, running boards and the original body, a light weight home made body was substituted to reduce weight & gain power. Most speedsters were crude and short lived. After market companies supplied high compression overhead valve heads for racing. Also a few companies also supplied racing bodies, but few of these survive today.





## FEATURE STORY, T SPEEDSTER CONT.

Model T Ford Speedsters were raced on informal dirt tracks, impressive board tracks and also competed in hill climbs. The Pikes Peak Hill Climb in Colorado was won by a stripped down model T speedster in the early 1920's. Drivers in full bodied high cost cars were furious that the home built model T won. After that event the rules were changed so all cars had to have a full body and fenders.

Speedsters intended for event racing had a narrow body with a seat for only the driver, to reduce weight and increase performance. If intended for illegal street racing, there was often a second seat to thrill and scare a passenger.

Presently members Richard Morgan and Victor Weisberger have accumulated enough spare parts to each build their own version of a model T Ford Speedster.

## REPORT ON PAST MEETS

The Feb meet at Victor Weisbergers had a good turn out of members and antique cars. Also Victor's recently acquired model T Ford chassis were on display. From these a speedster will be assembled. Lunch at this meet was hosted by Gib and Jackie Black who do not have parking at their home. Thanks Gib and Jackie.

. . .

The March meet was a technology session at the H-Power plant at Barbers Point Industrial Park. A small group of members attended for an interesting tour of the plant operations.

## REPORT OF PAST MEETS CONTINUED

The April meet was at Bob Bosley's Diamond Head Sprinkler museum and business. There was a good showing of antique cars and as always there were interesting collectables to be discovered in the museum displays. One of the best meets of the year. Thanks Bob.

. . .

The May meet was expected to have a small turn out, but to the surprise of everyone, ten people showed up.

Members ate a home picnic lunch in the shady grove at the entrance to Sand Island Park. After lunch and car talk members proceeded to look at Tuffy's recently acquired Chevrolet El Camino with a new paint job. The car looked almost as good as a new car, although more than 25 years old. If you desire a collectable, Tuffy said something, he might consider selling.

The special event of the meet was to see the newly constructed All Terrain Vehicle track recently created by the State in the sand dunes past the formal park. Driving to the end of the park members hiked to the dune area. Simple trails with turns have been scraped in the sand. Thus far there are no signs or other indications that the project is completed.

Prior to the meet your Editor attempted to phone the Dept of Parks & Recreation (State) for information about completion of the track and opening date. One voice mail referred to another voice mail about camping permits.

A club member reported that he heard the ATV track will be divided into separate sections for motorcycle type ATVs and dunebuggies.





#### REBUILT 1929 PACKARD ENGINE

Aloha Region member Jim Wayman sent this photo of his rebuilt 1929 Packard engine reinstalled in the restored chassis. Jim now resides in Evergreen Colorado since his retirement. Jim is doing a detailed full restoration of the Packard.

This Packard has a long history with the Aloha region. Member Harley Neff owned the Packard for many years and a good number of years it, was Harley's daily driver to work over the Pali. Prior to Harley, the Packard was owned by member Dr. Bob Kemble.

#### FUTURE MEETS

Saturday June 19, 2010

Hosted by Bob Debone, meet at 94-465 Koaki Street, Waipahu, 10:00 AM. Bring a bag lunch.

See map for location. The site is a warehouse. Bob's son is associated with a solar energy business which installs residential photovoltaic panels to develop electric current from the sun. This should be an interesting technology meet. There is ample parking for antique and modern cars. See copy of business

flyer and map for location.

Saturday July 17, 2010

Meet at Dr. Robert Kemble's garage 10:00 AM, 2063 Makiki Street, Hon. Bob DeBone will give an update report on the progress of the great Peerless. The engine may be back from Snyder's automotive machine shop where it is to be rebuilt. Bring your bag lunch.



## FUTURE MEETS CONTINUED

Saturday August 21, 2010

Meet at Fred Weisberger's garage 90 Aikahi Loop, Kailua 10 AM. A picnic lunch will be hosted by Fred. Come in your antique car. Street parking for modern cars.

### PEERLESS UPDATE

Bob Debone is selling his 1932 Peerless to his son Chris, but Bob will continue to be the primary driver.

Saturday September 18, 2010

Meet at Howard Andrus's garage, 10 AM. Located 47-670 Wailehua Place Kaneohe. Not far from the Hygienic store, check your map.

See Howard's 1910 model T Ford that has been in his family for more than fifty years. Also, Alice, Howard's wife has her own 1913 model T Ford. Both are running cars.

A lunch will be hosted by Howard and Alice. Come in your antique car. There is street parking for modern cars.

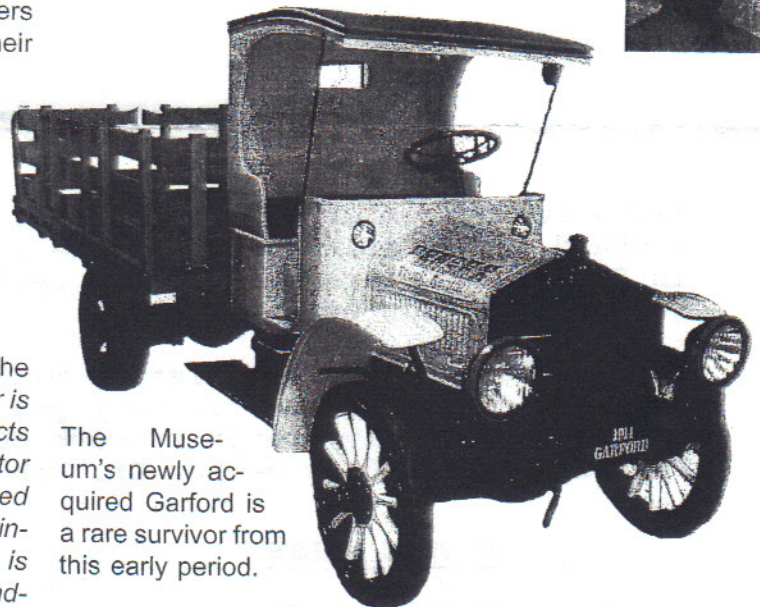
## Vehicle Spotlight: 1914 Garford Stake Truck

By Jeff Bliemeister  
Museum Curator

The Rumble Seat

During motoring's pioneer period, vehicle manufacturers had to sell the public on the practicality and durability of their products. The first cars replaced the horse as a means of personal transportation. Likewise, the earliest trucks had to do the job of the horse and its wagon. It is no surprise that the first trucks were really little more than motorized freight wagons, which is evident in the design of vehicles like the Museum's 1910 Schmidt and 1911 REO. Like the automobile, the truck quickly caught on and became an indispensable part of the American economy.

Garford Motor Truck Company stated the following in the opening page of its 1913-1914 product catalog: *No longer is it necessary for motor truck manufacturers to present facts and figures in order to prove the advantages of the motor truck. Today the average business man is fully convinced of its superiority over horses and is only seeking reliable information as to "Which Truck?" What he wants to know is - which truck will give the most efficient and most dependable service? Which is the most durable? And finally, which will cost the least to operate? We firmly believe that Garford is the logical answer to these questions.*



The Museum's newly acquired Garford is a rare survivor from this early period.

### Vehicle Quick Facts

- Year: 1914
- Manufacturer: Garford Motor Truck Co. (Lima, OH)
- Model: Stake Bed Truck
- Engine: Four-cylinder, unknown horsepower

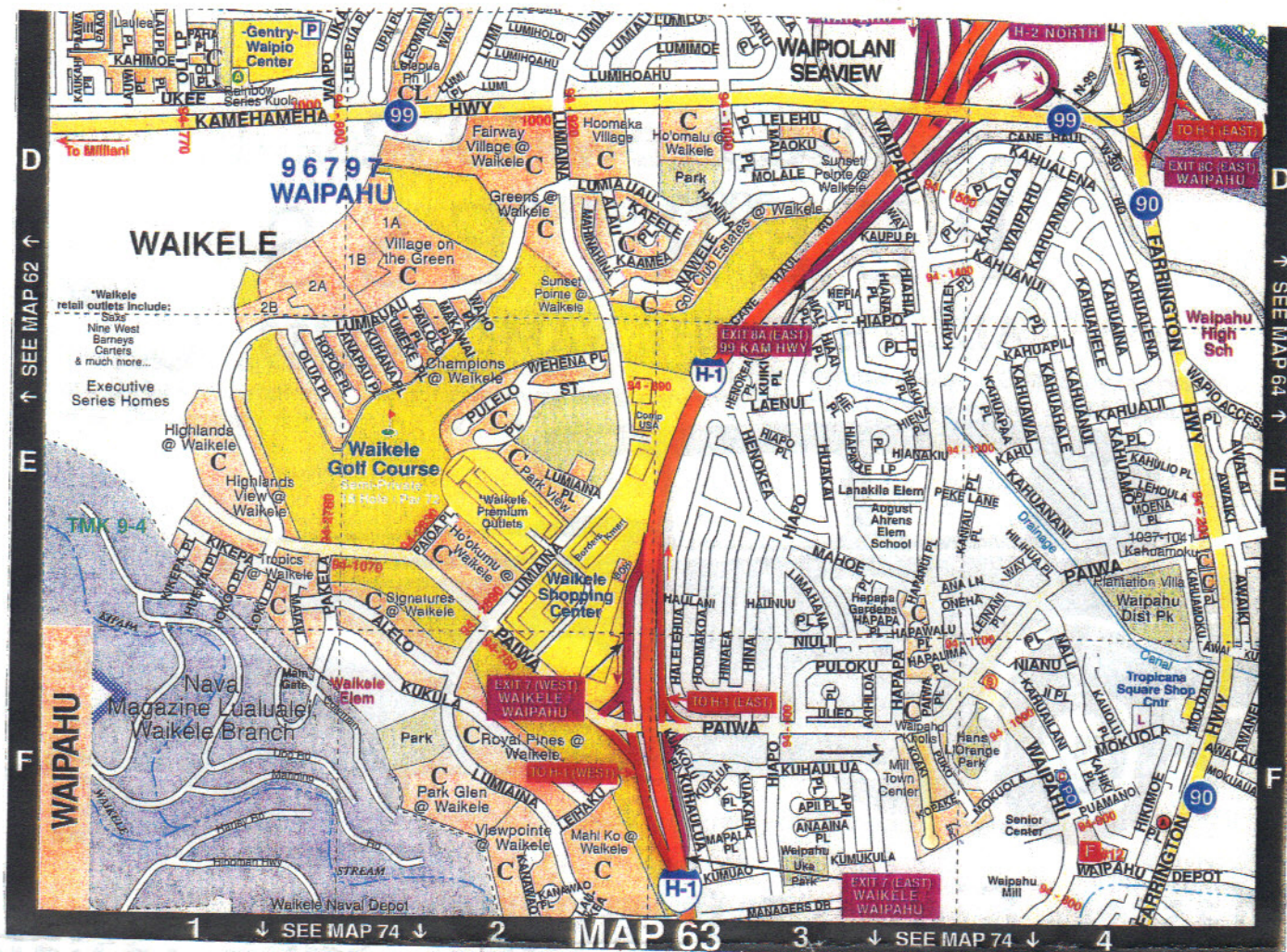
- Base Price: \$1,300
- Donated By: Penske Truck Leasing (Reading, PA)

### AACA Membership Card = Admission Ticket

Effective January 1, 2008, your AACA membership card will be your ticket of admission to the AACA Museum.

As one of the expanded benefits of AACA membership, your card will be good for unlimited free admission to the Museum, a 10 percent discount at the Museum's Gift Shop (including internet sales), and an e-mail newsletter from the Museum. Traveling with friends? AACA members may purchase additional tickets for members of their visiting group at the discounted price of \$6.00 each. This privilege applies to the AACA membership cardholder, either an individual or a couple if you have joint membership.





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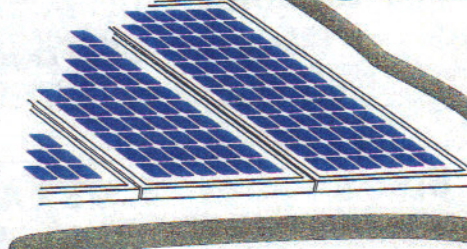
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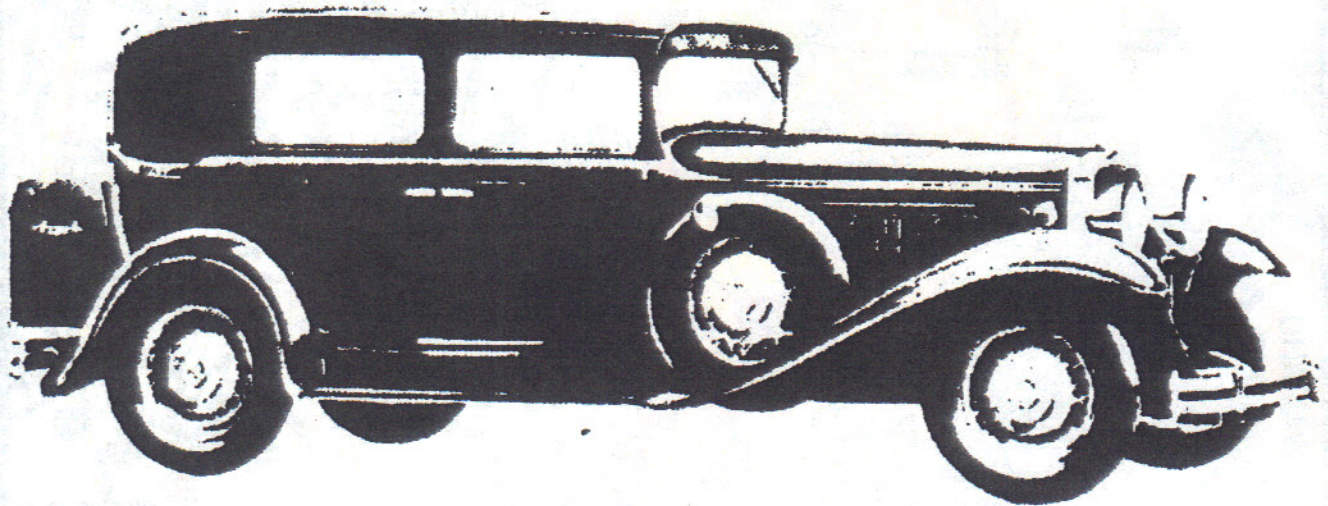
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# The New 1932 P E E R L E S S

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## Master Eight 5-Passenger Club Sedan

Equipment consists of bumpers, bumperettes, Houdaille shock absorbers, rubber shackles; oil, air and gas filters, thermostat control, shatter-proof windshield, beautiful instrument panel, gas and oil gauge, heat control, sun visor, radio aerial, trunk and trunk carrier, fender wells, six tires and tubes, tire locks, and other extras too numerous to mention.

	Peerless Master 8
Price	\$2320
Wheelbase	129 inches
Weight	4293 pounds
Cylinders	8
Valves	1
Bore x stroke	3.375 x 4.5
Displacement	322.0 cubic inches
Compression ratio	5.00:1
Bhp @ rpm	115 @ 3200
Axle ratio	4.45:1
Brakes/Area	Mech/264.0
Tire size	6.00 x 19



# Dr Robert Kemble Peerless Recollections

## August, 2009

1932

This particular car was sold as a demonstrator at the last and only Peerless dealer in Boston by the name of J C Harvey Company. The purchaser was the supervisor mechanic at the dealership. He bought it when the company folded up in 1932. He drove it until he had to give up driving.

1952

Dr Bob spotted it at a SOCONY (Standard Oil Company of New York) gasoline station. It was on consignment to them from its owner. Asking price...\$150. Dr. Bob got it down to \$75.

At the time, Dr Bob was a Graduate of Medical School.

The engine was burning oil and was rebuilt by a local mechanic (Oliver McKinnon) in 1954. New connecting rod bearings and piston rings.

The car has a 3 speed transmission with Free-wheeling (currently disconnected). There is another transmission in the spare parts.

Evidently, there is a spare horn button/light/starter mechanism (base of the steering column). Haven't found it yet!

1957

Dr Bob brought the car with him when he took a job in Honolulu and drove it frequently.

2009

"New"...30 year old...tires and tubes were mounted on the 4 rims by the AACA Hawaii boys and mounted on the car. The original tires were rusted to the demountable rims and had to be sawed off!

Never in a collision. Has been repainted (black), and re-chromed.

In 1969 Dr. Bob took it out of service because a valve was sticking and stored it in the garage. The roof leaked over the hood. Water got on the head. A few years later, he had the roof replaced.

The engine is frozen and the spark plugs were rusted in the head. We removed the head and broke free all 8 spark plugs. About half of the valves were frozen. We are still trying to free them up. We will be disconnecting the starter, the fan belt and checking the clutch to make sure it is not frozen to the transmission.

Dr Bob feels that the spring arrangement needs some help. He says there are rubber bushings under a cover plate on each spring that he feels are shot. He had new spring shackles and bearing plates riveted to the ends of the front springs..

We find that the whole engine is sitting rather close to the firewall. It seems it may have shifted back and down. Are there motor mounts to be dealt with?



## OUT WITH THE OLD AND IN WITH THE NEW

By  
Fred Weisberger

You know how it goes, some years you drive and work on your antique car(s) often and other years you barely do anything with them. They just languish there in the garage. The automotive hibernation could have been because "life" kept you too busy or perhaps something, often minor, broke and you just didn't get around to fixing it. I have had those slow years, but last year was full of many antique car activities and big changes in my garage.

In June I shipped my yellow 1949 MG TC "EXU" to California, for the big MG "GOF" Meet at Squaw Valley, near Lake Tahoe. The mostly un-restored car was a big hit at the show. I had bought the car from the son of the original owner a year ago. The car was a gift to local entertainer, "Splash" Lyons, from the radio and TV personality, Arthur Godfrey. The car had sat for nearly three decades when I found it on Craigslist, Hawaii. The motor was frozen and everything needed some attention, but after six weeks I had a nice running and driving original MG TC. I was going to fully restore the car, but since I already had a restored MG TC in the garage, I decided to sell it in California. At the show I had several offers, the highest being from a large older gentleman (6'4"/260lbs), with a warehouse full of antique cars. I rejected his offer because he said that he only wanted to look at it. This old car begged to be driven, so the next month I sold it through Craigslist, California to a collector and *driver* in the Bay Area. Nice story: he met his wife in the 1950s and they lusted after a yellow MG TC, but they did not have the funds to buy it. So after all of these years, they finally have the yellow MG of their dreams to drive.

With the yellow MG TC gone, I came to the realization that my 1928 Hudson Landau Sedan needed a new home. Although I love 1920s Hudsons, I do not enjoy owning them in Hawaii. It is nearly impossible to get parts, and most people have never heard of Hudsons, except for the one in the Disney movie *Cars*. Two years ago I sold my 1929 Hudson R/S Coupe to new member, J.D. Adams. He and his wife love the car and he has made many improvements to it. But my Landau Sedan needed too much work. When I bought the sedan several years ago it had sat for nearly a decade and it was a mechanical mess. The motor, clutch, and water pump were all frozen. I was able to free the motor without pulling the head, but the water pump required pulling the radiator, headlights, timing chain, distributor, etc. (read: BIG JOB). The clutch replacement was somewhat easier, especially since I already had a new cork clutch plate in my parts collection. The Landau Sedan is beautiful, with its aluminum Murphy-designed and Biddle & Smart built body, but my car needed too much work—and I had lost interest. Sometime it is just better to let a car go on to a new owner. I did not want to sell such a rare car here in Hawaii—where it would likely end up being turned into a *hotrod*. So I called a dealer in Wisconsin, who specializes in Depression Era cars and he has a soft-spot for Hudsons, and I offered it to him at a price that he could not resist. In September the car left for Midwest, close to the Hudson Club headquarters, and hopefully a good home where it will get the attention it needs.

Out with the old and in with the new. This summer I bought a green 1952 MG TD to play with and for my father to drive. It was nearly restored, in the style of a "boy



racer", but needed some finishing. It is now runs well and my dad enjoyed driving it to the party at Richard Morgan's estate.

While I was dropping off the Hudson at the Matson dock, I began thinking about its replacement. I had always admired the Packards owned by club members, so began my hunt for a pre-war Packard. It is both exciting and difficult to be on the "hunt" for an old car. The ones you want never seem to be available when you want them, or the price has somehow quickly risen. I found several nice pre-war Packard for sale at (somewhat) reasonable prices, but they were mostly on the East Coast—too far away. But while I was looking for a Packard, a beautiful 1930 Cadillac 353 Town Sedan located in California was listed in Hemmings. I call the owner, and after many emails, photos, a quick trip to California, and a long wait for the boat to arrive, the car made it to Hawaii. It looks good and runs well, but of course it needs some attention—I would expect nothing else from an antique car. It made its successful debut at the old car party I hosted in early January.

I was feeling very happy with the new MG TD (to go with my MG TC) and the "new" 1930 Cadillac, when the phone rang. I Kailua friend with a restored Metropolitan and a hotrod 1950 Henry J, was calling to find a good home for an un-restored 1950 Packard. He bought the car on eBay so he could make it into a hotrod for his wife to drive, but she hated it. The new owner also quickly realized the car was too nice to modify (read: destroy). It is a rust-free California car with only 69k original miles. So he decided to sell. He wanted the car to go to a good antique car loving home—where it would be preserved. The last thing I needed was another old car, so I made up some flyers and passed them out at Richard Morgan's party. I even called people I know, and "trust", but still no-sale. Over time the price kept dropping until I could not resist. So now I have a Packard, not the pre-war car I was looking for, but a nice sixty year old car. It needs some carburetor and electrical work to be a good driver, but I am excited about finally being a Packard owner. After I get the car sorted in a few months, you can "Ask the Man Who Owns One."

So out with old (MG and Hudson) and in with the new (MG, Cadillac, AND Packard), it is quite liberating and exciting to change your garage's residents. The MG TD will likely go soon, but that is ok, a new owner will be excited to own it. If you have an old car in the garage, perhaps this is the year either work on it or sell it, but if you decide to sell PLEASE DON'T CALL ME – I am done buying (for awhile).



1928 Hudson at Matson



1949 MG TC in California



## 2010 FIRST HAWAIIAN AUTO SHOW

After last year's successful event, the Aloha Region members voted to participate in the *First Hawaiian Auto Show* again this year. We were fortunate to get around 2,200sq/ft of floor space (slightly smaller than last year), but it was well located on the main show floor. Many options were discussed about which cars to feature in the show and it was decided to try to get as many "new" old cars as possible. Overall, we succeeded with six of seven of our cars being "new" to the show, only Bob Bosley's beautiful 1930 Packard made a second appearance (but it is always a thrill to see it!).

Unfortunately just a few days before the show, J.D. Adam's tow truck broke down ("moderns"?), so several of the early cars were stranded at home—including the club's 1907 Model N Ford. But new member, Howard Andrus was so excited about displaying his 1910 Model T Ford, which was newly arrived on the island, but has been in his family for over fifty years; so he personally paid to have his car trucked to the show. Without a tow vehicle we only had seven cars on display, but they were fantastic!

1910 Ford Model T.....	Howard & Alice Andrus
1930 Cadillac Town Sedan .....	Fred Weisberger
1931 Packard D/C Phaeton .....	Bob Bosley
1936 Chrysler Sedan .....	Steve Nimz
1939 Ford Convertible .....	Richard Lange
1949 Studebaker Convertible .....	Richard Lloyd
1956 Ford Thunderbird .....	Gary Wild

The show attendees appeared to love our display and there were often large groups of people looking at our cars, asking many questions, and taking pictures. Many people stated that our cars were "the highlight", "the stars", and "the best cars" in the show! And the show organizers were pleased to have our antique cars demonstrating the history of the automobile to put their new cars into perspective.

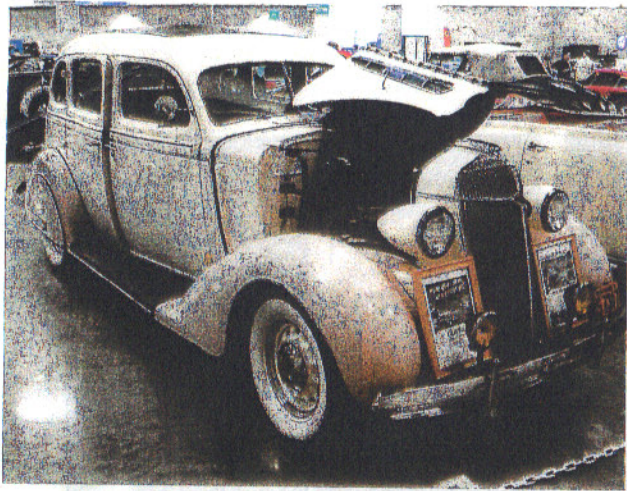
Many club members worked at the the club's display, but no one came close to the effort of Howard Andrus and his family (including his granddaughter!). They were there nearly every hour of the three day show and Howard spent countless hours "selling" the *virtues* of the Model T. In addition to explaining history of his car, how to drive an early Model T, he also had a nice collection of additional information on the car which added to his display. Owners and club members invited friends and exceptionally interested spectators behind of the ropes for a closer look at the cars. No doubt, no one thus invited will soon forget the thrill of their special showing and/or sensory experience of sitting behind the wheel of an antique automobile.

Once again our club display at the First Hawaii Auto Show was a success. Club members had a great time sharing the hobby and the public enjoyed the experience seeing and learning about antique automobiles. Hopefully the club will be invited back next year; it is beginning to feel like a club "tradition" by now. Good job everyone.

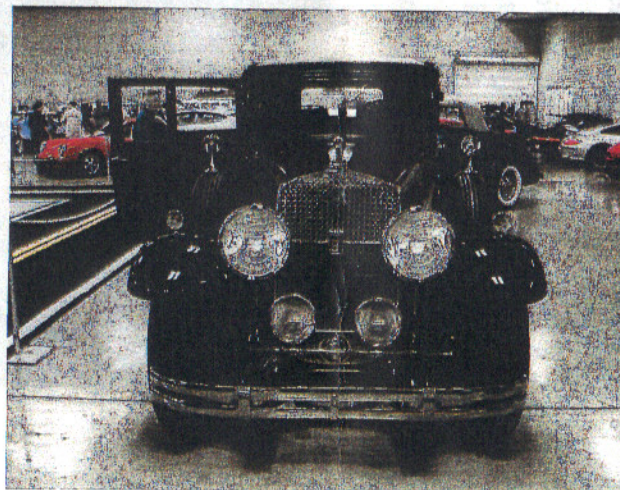
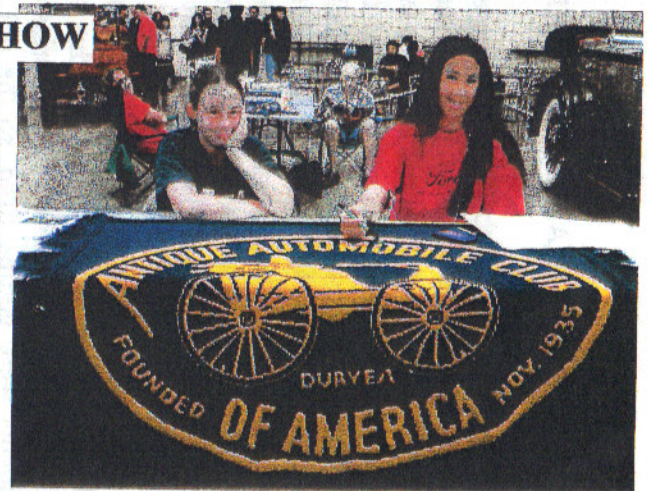
Mahalo to all,

Fred Weisberger





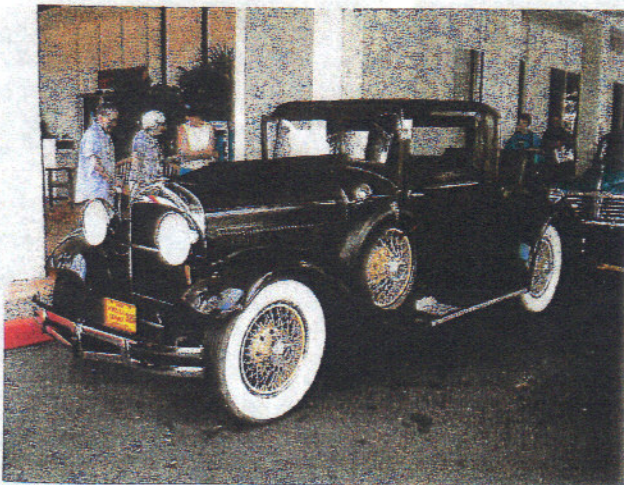
# 2010 FIRST HAWAIIAN AUTOMOBILE SHOW





## THE ALOHA REGION AT POHAI NANI RETIREMENT HOME

Some twenty-five or more years ago the club showed some antique cars at Pohi Nani retirement home in Kaneohe. The residents really enjoyed seeing the old cars and the members enjoyed the experience of sharing their old cars. We talked about doing it again, but the years and decades slipped by. Last year we arranged to go there again. In May about fifteen members, and nine antique cars, drove from Kailua to Pohi Nani. Several wonderful MG T-types, including Willie Williams' pre-war MG TA, made the drive. In addition to the MGs the British were well represented with a Rolls Royce, a Morris, and a Morgan. Representing the Americans were two 1920s Hudsons and a 1942 Plymouth. The residents were excited to see the old cars. They asked many questions and took many pictures. It was interesting to note how the 1942 Plymouth and the newer MGs were the very popular with the residents. There was much less interest in the two 1920s Hudsons. The last time we went to Pohi Nani, it was the 1920s cars that were the most popular. As the years go by, the cars of each generation's iconic memories of youth get newer. After about 45 minutes the residents were getting tired, so the old cars headed home; some back to Kailua and others back to Honolulu. I later heard back from the Activities Director that the resident talked about the old cars for weeks after the event. Antique cars are clearly a touchstone for powerful memories for people, and a chance to see the cars of their youth certainly brought back a flood of memories for the residents. This is a fun and easy event and we should not wait another twenty-five years to do it again.





## NOTICE OF TRANSFER

### DESCRIPTION OF MOTOR VEHICLE

LICENSE  
PLATE NUMBER \_\_\_\_\_  
DATE OF  
TRANSFER \_\_\_\_\_

MAKE \_\_\_\_\_ TYPE \_\_\_\_\_

VEHICLE IDENTIFICATION NUMBER \_\_\_\_\_

**You are hereby notified that I (we), the undersigned owner(s) of the motor vehicle described above, sold or transferred my (our) interest in said motor vehicle to a new owner.**

PRINT NAME OF NEW OWNER \_\_\_\_\_

PRINT ADDRESS OF NEW OWNER \_\_\_\_\_  
(STREET, CITY, STATE, ZIP CODE)

SIGNATURE(S) OF TRANSFEROR(S) OR SELLER(S) \_\_\_\_\_

PRINT ADDRESS OF TRANSFEROR(S) OR SELLER(S) (STREET, CITY, STATE, ZIP CODE) \_\_\_\_\_

**YOUR LIABILITY FOR THIS VEHICLE WILL NOT BE RELEASED IF YOU SUBMIT ILLEGIBLE OR INCOMPLETE INFORMATION.**

DF-L (MVR) -53 (REV. 9/82)

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**TO REMOVE YOUR NAME FROM THE DIVISION'S RECORD, THE NEW BUYER MUST APPLY FOR TRANSFER USING THE ENDORSED CERTIFICATE OF TITLE AND REGISTRATION RECEIVED FROM YOU.**

When the information contained in this form is recorded by the Division of Motor Vehicles and Licensing (see WARNING below), liability for parking and/or traffic violations and civil litigation resulting from operation after the date of sale becomes the responsibility of the subsequent purchaser(s). Notification must be made on this official form within TEN DAYS from the date of transfer or sale. Penalty for failure to comply is a fine up to \$100.00. Deliver properly endorsed Certificate of Title and validated Certificate of Registration to new owner or buyer. MAKE PROMPT NOTIFICATION, PROTECT YOURSELF FROM ANY POSSIBLE LIABILITY.

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1. This form is for registered owner transfers only. Do not submit for lienholder (legal owner) transfers.
2. Enter your license number in the space at the upper right area of the form.
3. Enter MAKE of vehicle (Chevrolet, Ford, etc.) and TYPE of vehicle (2DSD, 4DSD, etc.).
4. Enter vehicle identification number.
5. Enter date you sold or transferred the described vehicle.
6. PRINT new owner's name and new owner's complete address in the appropriate lines.
7. Write your signature immediately below the new owner's address line.
8. PRINT your complete address below your signature.

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MS 9.2140.1  
(Rev. 10/81)

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MODEL \_\_\_\_\_ BODY TYPE \_\_\_\_\_ LICENSE NO. \_\_\_\_\_

PRINT OR TYPE \_\_\_\_\_

NAME AND ADDRESS OF TRANSFEROR (SELLER) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NAME AND ADDRESS OF TRANSFEREE (BUYER) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The information entered hereon includes the license number and odometer indication on the date of title transfer of the passenger car described hereon; it is accurate to the best of my knowledge and I understand an inaccurate statement may make me liable to the transferee (buyer), pursuant to Chapter 292, HRS, and Section 409(A) of the Federal Motor Vehicle Information and Cost Savings Act of 1972. My signature hereon constitutes personal knowledge that any false or incomplete data may create a liability, in civil action to transferee (buyer) and in criminal action under statute cited.

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ODOMETER  
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# The Scored Journal

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Antique Automobile Club of America

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