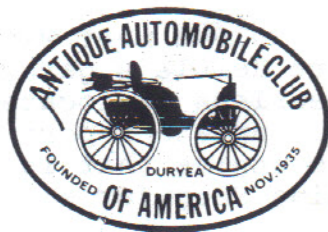


The Scored Journal



ALOHA REGION

Issue 165

Oct-Nov

President

Fred Weisberger
Phone: 254-0392

Vice-President

Harley Neff
Phone: 261-5519

Treasurer

Glen Houlton
Phone: 678-7266

Newsletter Editor

Victor Weisberger
Phone: 262-7117

Newsletter Printing

Hank Gellert



FEATURE STORY, 1962 Corvair

This 1962 Corvair, model 700 four door sedan was recently purchased by Aloha Region member Robert Brinzda. The car was located in Stoneburo, PA.

Robert is the third owner of the Corvair. The first owner willed the car to his daughter. The car has always been garaged and has been driven 63,000 miles. For the past 15 years the car has been on blocks in the garage. In the photo the car has just been placed on the trailer to head to it's new home. The hub caps are stored in the trunk.

The Corvair is powered by an aircooled opposed six cylinder engine. With the Corvair's four doors and more powerful six cylinder engine General Motors expected to draw sales away from Volkswagen which was at the height of it's popularity.

The Corvair was Chevrolet's second air cooled car venture. The first being a four cylinder air cooled Chevrolet in 1923. Cooling was by copper jacketed

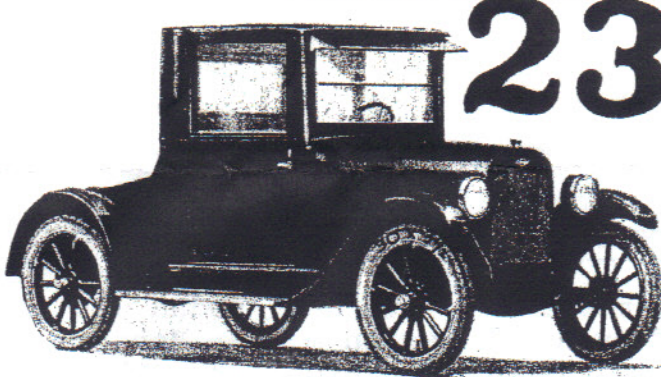
Feature Story, Corvair Cont.

cylinders with copper pins sticking out to radiate the heat. In actual use it was found to have hot spots which affected cooling efficiency. Management recalled all air cooled Chevrolets and ceased production of this model. Today it is believed that only two air cooled 1923 Chevrolets exist and these are in museum collections.



AIR-COOLED SERIES C,M
CHEVROLETS

4 CYL., 134.7 C.I.D., 4.44 G.R.)



REPORT ON PAST MEETS

Saturday June 19, 2010 the meet was held at Bob DeBone's son's new place of business, Hawaii Energy Connection in Waipahu. Bob displayed two photoelectric panels that fell off the delivery truck because they were not properly secured. They hit the road and a \$5,000.00 loss in an instant, "Wow".

Report of June 19 meet cont.

Bob has a work bench corner in the warehouse dedicated to work on small parts of the Peerless that he has here.

Saturday, July 17, 2010 meet

Saturday July 17, 2010 a meet was held at Dr. Robert Kemble's garage where the 1932 Peerless is located. Bob DeBone gave an update report on progress of the engine that is at Snyder's Machine Shop for a full rebuilding.

There was off and on rain this day and with members huddled in the garage there was little room to work on the Peerless, so members mostly talked cars.

Saturday, August 21, 2010 meet

Fred Weisberger hosted this meet in his garage and driveway. There was a great attendance of 25 - 30 people and a dozen of more antique cars. Some first time seen antique cars were at the meet. Victor Weisberger gave rides around the loop in his 1914 model T Ford.

FOR SALE

1921 model T Ford roadster, excellent condition, \$15,000. Phone David 721-4971

1951 Plymouth cranbrook sedan \$12,000.

1960 Morris minor, \$6,000.

1959 Chev with GMC engine, \$22,000. Done, Phone 689-1490

THE (NOT-SO) LONG WAY HOME

By
Fred Weisberger

I was hoping that this year's show would end without the major effort and drama of last year's show (see previous article, *The Long Way Home*). We had only one towed vehicle this year (last year there were four and one tow truck and trailer!) and I only had one car to drive home to Kailua. Richard's medical emergency added an additional complexity to the show ending—somehow we needed to get Richard's car home after the show closed Sunday night. I called Richard's wife and volunteered to drive his car, but I needed the keys. After extensive searching "all of the usual places", his wife was unable to locate them. So I was resolved to "hotwire" the car, if necessary; quite easy to do on an early car, but I did not want to spoil his beautiful car in any way.

Fortunately the doctors brought Richard out of the medically-induced coma before the show ended and he quickly regained consciousness. Allegedly some of his first words were "Where is my car?" followed by his wife asking, "Where are the keys?" I'm sure that my first words would be similar. Richard's wife went home and, of course, quickly found the keys—in Richard's jacket pocket—hanging behind a bedroom door! (Note to self: Always keep keys in a *well known* place.) With the keys in hand it should have been a relatively easy to start the car and drive it to Richard's home, but old cars have a way of making the "easy" into the *stressful*.

We were not allowed to start the cars until the show ended, so with great anticipation we waited for the official closing. Once we were allowed to fire up our cars, I was ready to start the car, having already checked everything under the hood and on the dashboard. So the key was inserted, the choke adjusted, the gas feathered, and the starter button pushed. The motor lazily cranked over, and would briefly fire, but it failed to start. I tried it several more times, each time adjusting the choke and gas appropriately, hoping for the "right" positions, but no luck. I hate to "fail" with an old car, so I asked Adrian Sanchez, the restorer and former owner of the 1936 Chrysler, to try to start the car.

Adrian tried to start the car a few times, with no luck, but secretly I felt somewhat better—it wasn't *my* fault. (I started thinking that we will need to have the car towed home, an expense that Richard's wife would not welcome.) While Adrian was trying to start the car I noticed a modern switch under the dashboard, I had assumed that it was for the set of period fog lights on the car. Nevertheless, I reached under the dash, while Adrian cranked the car, and flicked the switch "on" and the car roared to life! Apparently the switch operated the fuel pump—good to know!!!

With the 1939 Ford running well, it became a question of the lights. I had my brother stand in front of the car as I turned "on" the headlights. He and the others observing the headlights, quickly got disturbed looks on their faces—not good. The show ended at 7:00pm and it was already nearly 7:30pm—too dark to run without lights through Honolulu. I tried the lights several more times, only to have them briefly flash "on" then "off". Obviously the switch was malfunctioning, only briefly making contact. I left the situation to others, so I could get some battery lights to tape to the car, if necessary (lesson learned when the Hudson lights failed at last year's show). While I taped an extra-bright center LED taillight on the back of the Ford, my brother, Adrian

and others got the light switch in that special "right place" for the lights to stay on permanently. Whew.

With the car running and the lights (mostly) working (one taillight failed to work) it was relatively easy to drive the 1939 Ford to Richard's house. Unlike all of my current antique cars, his mildly "improved" Ford V8 had *real* power, and easily climbed Waialae Iki to his home several hundred vertical feet up. Later Richard admitted that he had never used the car's lights before (or even checked them) because he only drives the car during the day. I do that too. (2nd Note to self: Occasionally check lights, etc.)

My father and brother followed me to Rickard's house with their modern pickup truck and took me back to the Convention Center to retrieve my 1930 Cadillac. The security gate was closed and they were reluctant to let us enter, eventually someone walked over and opened the gate. When we re-entered the show area all of the different clubs cars were gone and most of the show new cars were gone too. It was a little daunting knowing that my car was nearly the last car in the Convention Center and it was becoming late on a Sunday night.

I quickly re-connected the battery, checked everything, put in the key, set the choke, turned the key and, with great anticipation, stepped on the starter peddle. The big old motor began to slowly crank, then "boom", it roared to life! I re-checked everything, then turned on the lights, and in praise of Thomas Edison, the 13 inch headlights began to glow—with that yellow tint only a mere 6 volts coursing through a fine wire in a vacuum can make. After modern 12 volt high-intensity lights, the Cadillac's 6 volt lights barely glowed, but they looked good to me and they were bright enough for others drivers to see my big old car.

The old Cadillac ran well through Honolulu late night traffic. When we came to the Pali highway, I chose to take the Old Pali Highway, much to consternation of my father and brother, who were following. But I figured that I would rather breakdown on a quiet back road, than a three lane highway, with no shoulder, and a steep uphill grade. Within thirty minutes the Cadillac was uneventfully back home. A much easier journey then last year and a much shorter way home!



This "beauty" was seen last summer in an old automobile junk yard in the small town of Las Vegas, New Mexico. There were 25 pre-1955 cars in various conditions. With just a "little work" this car could be ready for the 2011 First Hawaiian Car Show! Any takers????

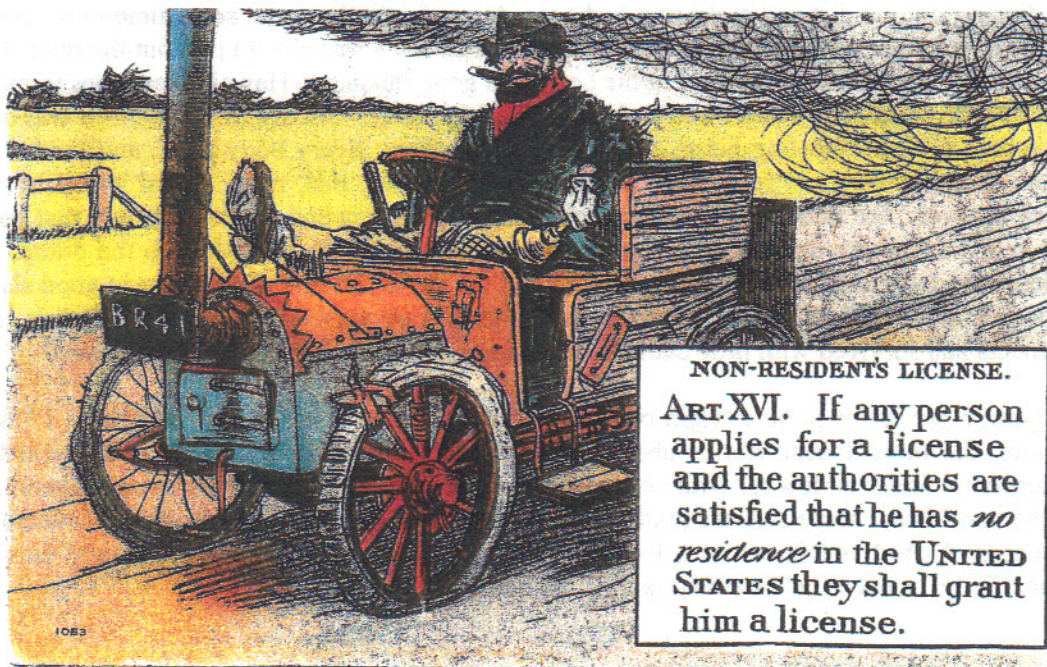


MIALING EARLY AUTOMOBILE HUMOR

Like many of you, when I am traveling on the Mainland, I try to visit a few antique stores along the way. One never knows what treasures one might find. But my eyes mostly see "junk" and other garage sale fodder. Of course, I am mostly looking for car-related stuff. One of my collections is postcards. Recently I have started collecting early cartoon postcard, with automotive themes.

The early days of the automobile brought about great social and economic changes, these new-fangled contraptions must have been objects of wonder and scorn. Apparently these emotions, and numerous awkward situations, provided excellent material for postcard makers..

The card on the top is quite self-explanatory... it is easy to see what held them up—one of those new-fangled mobile "love nests." But the second postcard more cryptic, apparently it is berating new immigrants and automotive licensing laws—it could almost be a modern California cartoon! The more things change...



"To be (restore) or not to be (part-out), that is the question."

by
Fred Weisberger

This is the perennial antique car moral (and financial) dilemma: What should be done with an antique car that desperately needs a complete restoration? This is not by any means a trivial question, since huge amounts of money and time weigh in the balance. So when is an old car worthy of this substantial investment? Or another way to look at it, when is it appropriate to end a car's useful "life" and reduce it into parts for other, more worthy cars. Sometimes the choice is obvious, such as when a car is extremely valuable or historically significant, for example: a racing Ferrari or the last remaining example of a lost brand. But more often this decision to restore or to part-out is a difficult battle fought between the heart and the head.

I have read that in the early days of the antique car hobby, in the years immediately following World War Two, that many Full Classics (as recognized by the Classic Car Club of America) were parted-out so that other cars could be restored. Apparently formal closed-bodied cars (like my 1930 Cadillac Town Sedan) were regularly broken up to supply parts for more desirable open and sporty cars. In hindsight, the destruction of these fine closed Full Classics seems extremely wasteful, and even cruel, since many of these cars were low-mileage original cars and with custom coachwork. But in those early years of the hobby, there were few antique car parts suppliers around (and no Internet!), so the only way to keep the best of these old cars on the road was to sacrifice the less desirable. A sad but understandable situation...

Today there are countless parts suppliers for the common brands of antique cars, and for the rare and obscure, the Internet is quickly bringing old parts out into the marketplace. Nevertheless, this summer I was faced with this restore or part-out quandary, when I bought a 1952 MG TD for \$250 (from the Sattler estate). Needless-to-say, the car was a mess. One does not get much of an antique car for this kind of money. Apparently the car was in a horrible accident (a rollover—which likely killed the driver); then the car was left out in the Hawaii weather (and termites) for the next three decades. But the motor was free and with good compression. The car did have some redeeming qualities, and worse cars have been brought back to life, but with a heavy heart I decided to "end its life" and reduce this once fine car into a parts collection.

After digging out the dirt and rocks that had been dumped into the car at some time in the past, I was able to see what was left of the interior and wood floors. I was able to pull out the remains of the seats and floor boards. The wood in the body was gone (thanks to Hawaii's ravenous termites) and I was able to pull the fenders and body tub off of the frame with my bare hands—it was quite a super-hero (villain?) feeling being able to pull a car apart. Every body panel and fender had multiple dents, creases and folds from the accident. And rust, rust, rust... I had hoped to save some of the body, but nothing was salvageable. Even the chassis had major dents and rust holes. In the end, I saved the drive-train and everything else was cut up and taken to the dump. But amazingly the instruments (the reason why I bought the car in the first place) were in good shape. My running 1952 MG TD had incorrect instruments and by some (car god) miracle, this car's instruments had survived with little damage, and happily reside in my MG TDs dashboard.

Parting-out a car seems to be a "right of passage" in the collector car world. The more I talk to collectors, the more I hear stories about the cars people have parted-out. It is a fascinating experience, to disassemble a car with no intention of reassembling it. While listening to them talk, I believe that I heard some sadness (and even a hint of guilt) in their voices as they recalled their experiences. As bad as this car was, I also have mixed emotions about my decision to part-out this car. "To be or not to be" is always a difficult question.

HISTORIC OAHU ROAD MAP

This historic road map was prepared in 1921 by The Honolulu Automobile Club and is in the public domain.

A section of the map is reproduced here. Space limitations do not allow for reproduction of the entire map.

MAP AND GUIDE

CITY OF
Honolulu
and
ISLAND OF
Oahu

ISSUED
BY

Hawaii Tourist Bureau

HONOLULU

♦ ♦ ♦

Representing the Territory of Hawaii and all the Islands, including the City and County of Honolulu, the Hilo, Maui, Honolulu and Kauai Chambers of Commerce.

Official information pertaining to the Hawaiian Islands may be obtained at the office of the Bureau, 828 Fort Street, Telephone 2345.

♦ ♦ ♦

General travel data to all points in the Pacific, atlases, directories, island periodicals, travel magazines, maps, guide books and literature are also kept on file. Descriptive pamphlets of Hawaii mailed and distributed free.

DON'T MISS OTHER ISLANDS

Regular steamer service is maintained between Honolulu and ports of the other islands. Visitors should not miss seeing the wonders of Hawaii, Maui and Kauai.

If you would like to see all sections of the map speak to Victor, newsletter Editor.

This item of interest was submitted by member Bob Debone, Peerless owner!

Popular Automobile Trip

In and Around Honolulu. About 4 Hours.

From wharf or business district through Oriental section, past Kamehameha schools, Bishop museum, Hawaiian churches, Fort Shafter and Moanalua gardens to Red Hill, where excellent view of surrounding country including plantations and mills and Pearl Harbor, the great naval station, is obtained. Returning, go up Nuuanu valley past some of the oldest and finest homes in Honolulu, Nuuanu cemetery and Royal Mausoleum and Country Club to the Pali, a precipice from which one may see the pineapple plantations stretching away for miles to the sea. Returning, mount Punchbowl on fair road for sight of entire city. Thence through residence sections of Punahou and Manoa with glimpse at Punahou School and the University of Hawaii, to Kaimuki, a residential suburb, for view in distance of Koko Head and Koko crater. Go through Fort Ruger, a coast defense stronghold, around Diamond Head, the ancient crater mountain which commands Honolulu harbor, and ride through Kapiolani park and zoo to the Aquarium where the most, marvelously colored fish in the world are on display. Leaving the Aquarium, stop at Waikiki beach to watch the surf-riders or to take a plunge or to lunch at one of the beach hotels, or continue the ride along flower- and tree-fringed Kalakaua avenue, completing the circuit in the city.

AUTOMOBILES

Automobiles may be hired for \$3-\$4 an hour, according to size of car.

Street Car Service

The main points of interest in the city can be reached by street car. The cars are very comfortable and adapted to the climate. A large part of the city can be seen at a moderate cost by making frequent use of transfer privileges. The employees of the street railway company are always pleased to assist strangers.

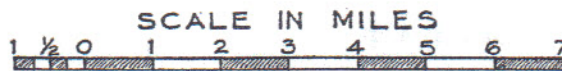
Railroad Trips

A most delightful trip may be made on the Oahu Railway, a splendidly equipped, narrow gauge line, which for seventy miles follows the very edge of the rugged western and northern coasts of the island. This is the only means of viewing the entire western coast, as the auto road does not extend beyond Makaha.

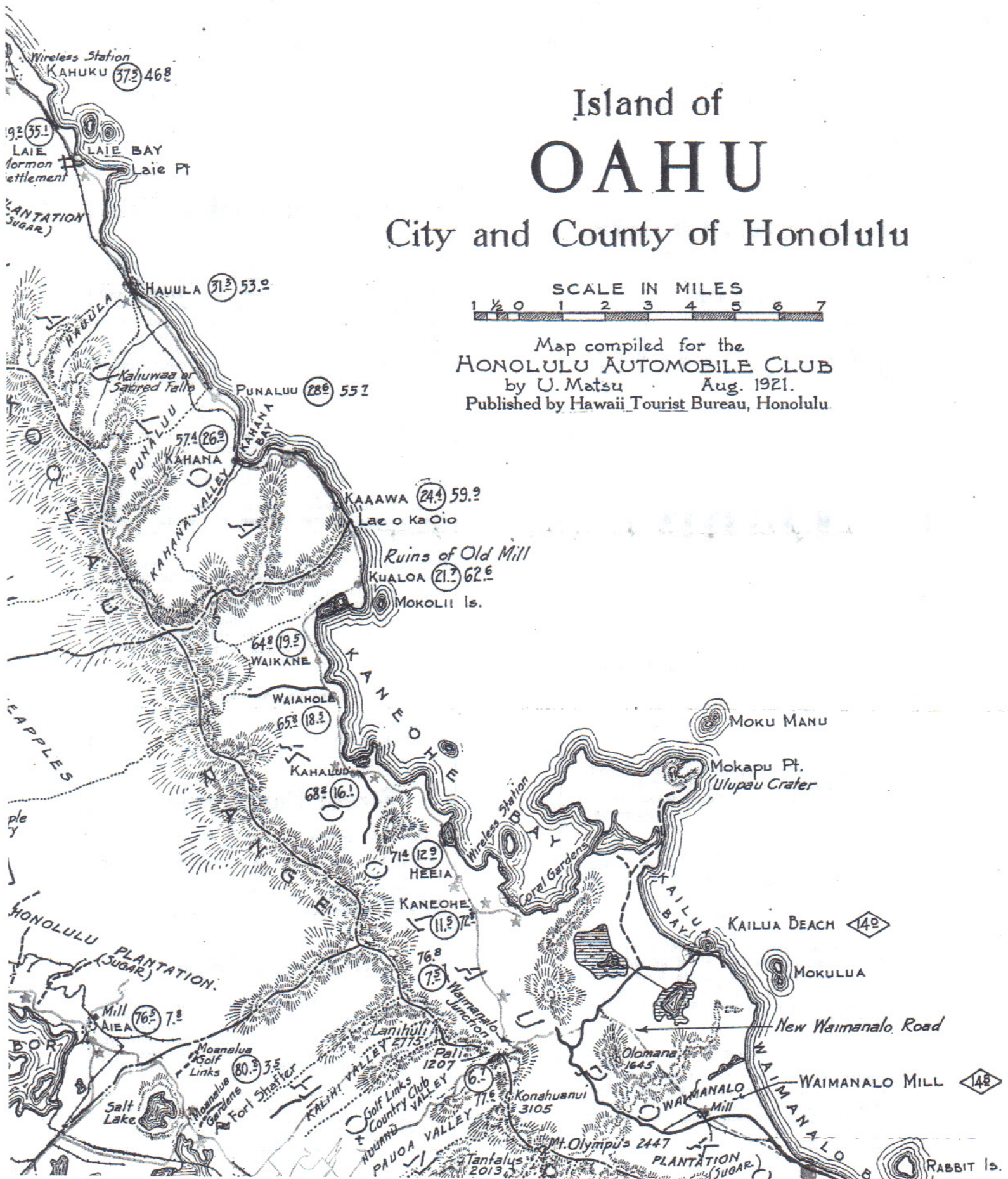
Arrangements can be made to continue from Kahuku, the Oahu Railway terminus, by the Koolau Railway, along north-western coast via Laie and Hauula to Kahana, a distance of 14 miles.

Island of OAHU

City and County of Honolulu

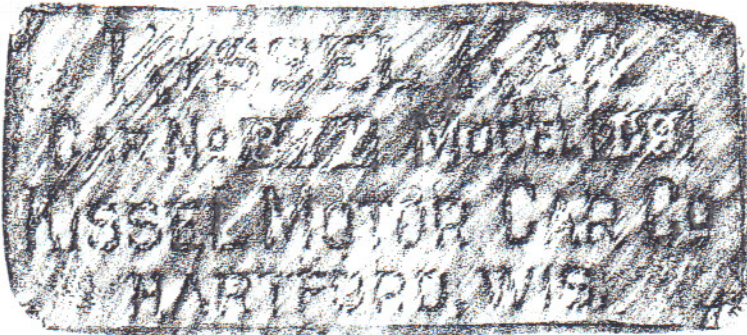


Map compiled for the
HONOLULU AUTOMOBILE CLUB
by U. Matsu Aug. 1921.
Published by Hawaii Tourist Bureau, Honolulu.



KISSEL KAR ARTIFACT

Member Tom Frazier is an avid bottle collector. While digging for old bottles at an abandoned dump site he unearthed a brass casting data plate for a 1909 Kissel Kar. It is in very good condition and Tom displayed it to members at the last two Aloha Region meets.



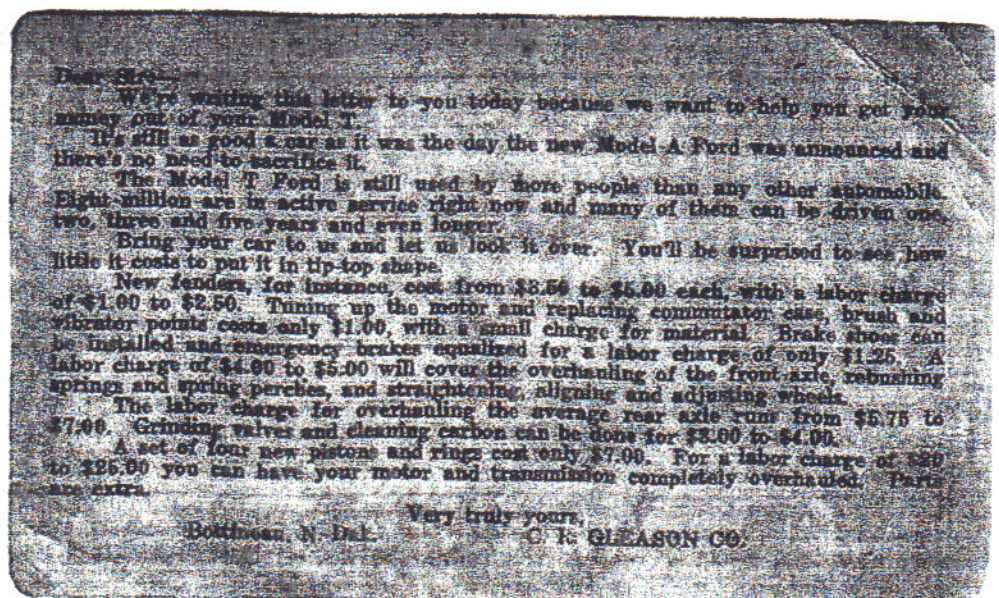
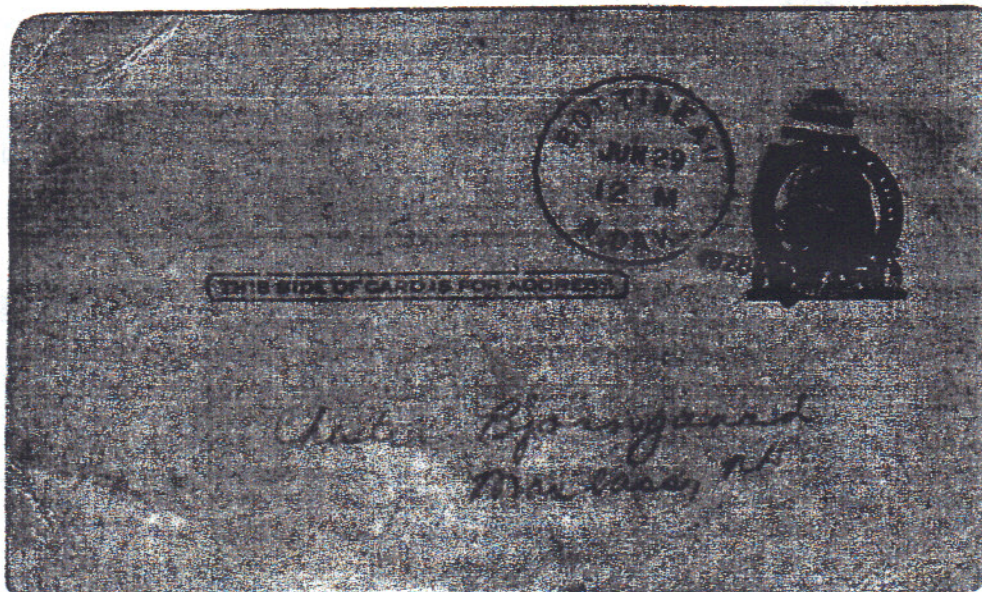
The rarity of this item can be appreciated when you consider that in 1909 Kissel Kar production was only 417 cars and the item is now 101 years old.

Kissel Kar produced expensive quality cars from 1907 - 1930. The peak year of production was 1926 when 1,972 cars were produced.

Post card advertisement

This 1928 post card ad (82 years old) was submitted by member Don Johnson.

What a leap
in prices to
costs today!



ABANDONED 1938 AC DROPHEAD

Reported in Classic & Sports Car magazine this rare car has been found abandoned in a hedge on Oahu.

It is suspected this car belonged to the late Dr. Claude Caver. In years past Dr. Caver drove it to Aloha Region meets at Walker Moodys on a regular basis.

In the past the car was in very presentable condition. However, years of exposure in the outdoors and termites have taken their toll.

Contact person, Robert Mitchell,
E-mail: hawaiiequipment@yahoo.com



Engine has triple carbs, but no water pump

FOR SALE, SUNBEAM TIGER

Restored 1966 Sunbeam Tiger, Mark IIIA. Excellent condition restored. Pricing in fifties. Robert Smith, 808-985-8908, Cell 342-1036

FUTURE MEETS

SATURDAY, OCT 16, 2010, 10:00AM

Hosted by member, J.D. Adams,
1007 Maunawili Rd, Kailua.

J.D. will host a picnic lunch.
Parking for antique cars.

SATURDAY, NOV 20, 2010, 10:00AM

Hosted by member Richard Morgan,
2043 Alihilani Place, Honolulu.

Richard will host a picnic lunch. There is ample space for parking antique cars on the spacious grounds. Richard will have on display his collection of antique cars, as well as his 1920's model T speedster now under construction.

Richard has requested that the upper driveway first be used for antique car parking, front-the garage and workshop. Additional antique cars may be parked on the grass on the side yard. Leave space for cars to use either the upper or lower driveway for exiting.

SATURDAY, DECEMBER 18, 2010, 10:00AM

Hosted by member Glen Houlton
at the train yard of the Hawaii
Railway Society, Ewa Beach.

Location: H-1, to FT. Weaver
road, to Renton road, right turn
on Renton road, drive to end of
paved road and the railroad yard
is on the left. Parking in the
rail yard.

FUTURE MEETS CONTINUED

Consult your map if you are uncertain of a meet location.

MISSED MEETS

It is a good idea to enter the date and location of future meets on your calendar as soon as you receive your newsletter.

This will aid you in not missing future meets. Members express remorse that they have missed meets because they did not enter them on their calendar.

DUES ARE OVERDUE

The Treasurer's Report shows that some Aloha Region members have not paid their Aloha Region dues (\$10.00) for the current year, 2010. Dues pay for the postage and developed photos which are on the front cover.

Mail a check for Aloha Region dues directly to the Treasurer, Glen Houlton
94-1142 Manino Place
Waipahu, HI 96797-4021.
Phone 678-7266

EARLY DRIVERS MANUAL

A section of an early drivers manual submitted by member Bob DeBone is reprinted here:

59. Passing of Animals on Country Roads.—In country districts where the horses or other animals traveling in the roads are likely to become frightened at automobiles, the laws are generally extremely generous to the driver of an animal-drawn vehicle or to a person riding or leading an animal. In many localities, the driver of an animal-drawn vehicle is free to select his own side of the road, either when the automobile and the other vehicle are approaching each other or when the automobile wishes to pass the slower-moving animal-drawn vehicle from the rear. Automobile drivers should take care to observe which side of the road the driver of the wagon or the person riding an animal indicates as the one he selects for passing. While at first such a law might seem without basis, there are really very excellent reasons for it. It frequently happens that a team of horses or other animals will pass an automobile when one of the animals is on the side next to the automobile, while the other animal of the team would cause trouble if brought next to the car while passing it. There is also very frequently the condition of the roads to be considered with regard to safety in case of fright of the animals while passing a car, as when one side of the road is precipitous and dangerous, while the other is a wall, bank, or level that is not dangerous.

60. The law in some states requires that the driver of an automobile shall stop if the driver of an animal-drawn vehicle signals him to do so, as by holding up one hand. In some cases, this law requires that not only shall the travel of the automobile be stopped, but also its engine, so that there will be entire absence of noise, motion, and smoke about the car.

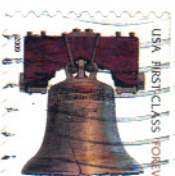
While the following is not a written law in every locality, it is certainly expected, as indicated by some courts, that the driver of an automobile shall get out and lead the frightened horse, mule, or other animal past his automobile if so required by the driver of the animal. It is probably not often that such a courtesy would be refused in the case of women and children. The person leading a frightened horse should take a firm hold of both reins, about 6 inches below the mouth, and walk forwards as much to one side as practicable.

61. The driver of an automobile should give some thought to the possible behavior of animals on the roadway. A horse that becomes frightened generally shows indication of fright while far enough away for an automobile to stop and give the driver of the horse an opportunity to get out to hold it. A mule, however, generally does not notice the approach of an automobile until it is within a few feet of him, and then, if much frightened, he lunges in a violent manner and is apt to wheel directly across the road in front of the automobile. When a pair of mules is hitched to a wagon having a tongue, the one nearest the automobile not infrequently swings around so as to stand nearly at right angles to the wagon tongue, with his head projecting out into the part of the roadway that belongs to the automobile. An ox, a cow, a pig or a chicken has the characteristic behavior of running along the side of the roadway, trying to keep ahead of the car when the car is approaching at a moderate speed, and then darting, or attempting to dart, across the road in front of the car.

The Scored Journal

Aloha Region
Antique Automobile Club of America

162 Kaha Street
Kailua, Hawaii 96734



FIRST CLASS MAIL