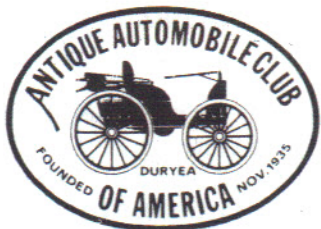


The Scored Journal



Aloha Region

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2012

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FEATURE STORY-1923 Franklin

This 1923 unrestored Franklin was seen at Hershey 2011. Aloha Region member Robert Brinzda is standing next to the car. At first glance the car appears to be a four door sedan. Closer examination reveals the car is actually a touring car fitted with a removable hard top for all weather protection.

Franklin built high quality cars with large air cooled engines. The company also built aviation engines and this car is powered by an engine with a number of aviation design features. The engine provided brisk acceleration for the period.

Most Franklins of the period were luxury sedans and touring cars were were produced in small numbers, making this a rare car today. Car production ended in the 1930's depression, but aviation engines continued to be built into the 1950's. At that time Bell helicopters were powered by Franklin air cooled engines which had the same Franklin script logo embossed in the valve covers as the car engines.

FEATURE STORY - 1923 Franklin
continued:

The Franklin story does not end there. Tucker cars were equipped with Franklin aviation engines that were modified for water cooling to reduce the noise level. Fifty Tucker cars were produced with these engines which produced great power and speed.

Still the Franklin story continues, The beautiful brick headquarters building of the Franklin Company still stands in New York State and is occupied by an engineering college. The late Bob Gosch, member of the Aloha Region, AACA attended classes there and graduated as a mechanical engineer. He was proud of the building's automotive history.

MEMBER NEWS

It is with sadness we report that Harley Neff, Vice President of the Aloha Region died Feb 2, 2012. Harley was one of the twelve charter members of the Aloha Region founded in 1977.

Harley had a great knowledge of mechanics and machinist's skills. He contributed much time and work on the club's 1907 Ford restoration project. He was also very helpful with members restoration projects.

Harley was 87 and was born in McClusky North Dakota, a farming community. His parents were immigrant farmers from Russia. They selected North Dakota to settle in because they heard there was really cold weather there and would be like their home they left behind in Russia. Indeed it was cold..

Harley's life on the prairie was populated by other farm kids, horses, prairie dogs, and model T Fords...Oh yes there were model T Fords, not many other makes of cars among the farmers. Virtually every farm boy's first car was a battered old model T Ford. A driver's license. what farm boy bothered with that!

Harley rode a horse across a field to attend a one room elementary school. The school had one teacher for all grades. He had many interesting stories of his life as a farm boy during the 1930's depression years which worsened with the drought of the dust bowl.

Money was scarce for adults and kids alike, especially for kids. Harley was resourceful and whenever the family visited other farmers in their homes, he would discreetly slip his hands between the sofa cushions to retrieve lost coins and usually his effort was productive.

Harley related when he was about 8 or 9 years old he was riding in the rumble seat of a model A Ford roadster off road in tall grass in a pasture to see the neighboring farmer's new cow.

The model A driven by the neighboring farmer struck a log hidden by the tall grass, up went the model A and Harley flew out of the rumble seat and landed unhurt in the front seat of the model A between his father and the driver.

In World War II Harley was drafted in the Army and assigned to the Army Air Force. Late in the war he was selected for pilot's training and was mid-way through flight school when the war ended, and so did the flight school program before he got his wings.

MEMBER NEWS CONTINUED:

Upon discharge, Harley attended college where he met his future wife Edith. He was manager of the Dole cannery until his retirement. He is survived by his wife, two sons, daughter and grandchildren.

Harley will be missed, a great resource of technical knowledge is gone and stories will be untold.

GARAGE SALE

DATE: Saturday, March 17, 2012

Location: 170 Kuukama Street,
Kāilua, - Estate sale for Harley
Neff

TIME: 10:00AM (No advance calls
or inspection, please)

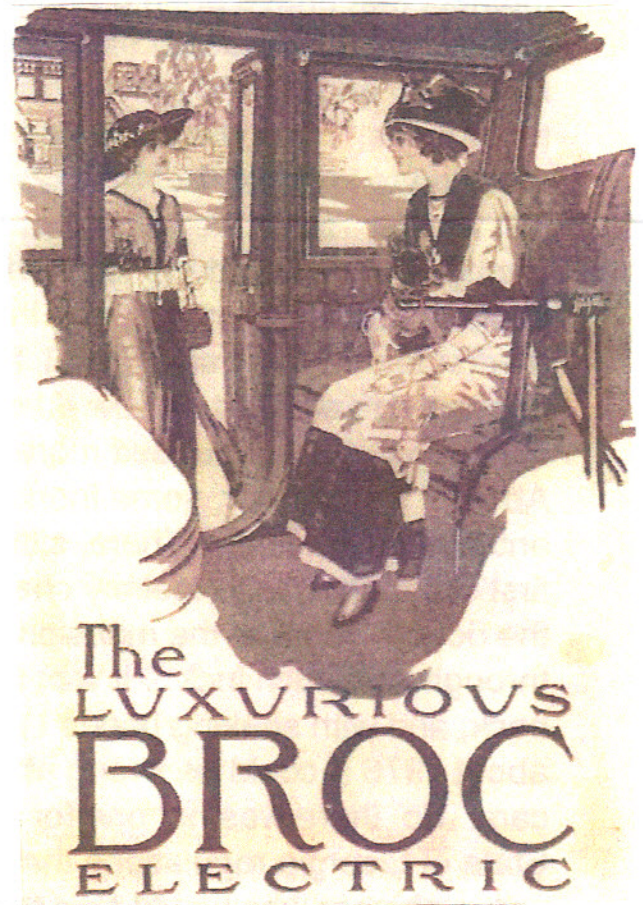
Aloha Region member Jim Wayman will be on site to conduct the garage sale. Sale items consist of cars, car parts, machinist's metal turning lathe, Shopsmith multi-purpose machine, sand blasting cabinet, Oxy-Acet welding rig hand tools and interesting collectables. Deep in the catacomb more treasures will be revealed.

Cars for sale:

1937 Rolls Park Ward Salon
B29JY - 4½ liter, four door conv.

1937 Bentley GRP 7 - Maltby all
weather salon, 25/30.

1951 Bentley Salon, Mark VI,
B107LH.



**The Broc Electric Car
Broc Electric Vehicle Co.
Cleveland, Ohio (1910-1914)**

Life magazine ad, 1911
"Any member of the family can operate it"

[Print](#)

Subject: **REGISTERING MY STUDEBAKER IN HAWAII; AN ADVENTURE**

From: Rick <shaira@hawaii.rr.com>

Sent: **Sunday, January 01, 2012 9:24:36 AM**

To: mskf@hawaiiantel.net

REGISTERING MY STUDEBAKER IN HAWAII; An Adventure

One day about 6 years ago, my brother Bob emailed me a link to this 1949 Studebaker Commander convertible that was for sale in Marietta, GA. When I called the seller, he told me that the car was sold; that he had a deposit; but that the perspective buyer was having trouble coming up with the money. Let me interject that I have been a Studebaker nut since childhood; that my first paying job was selling Studebakers at age 14; and that if it were 1949, and money was no object, and I could get the Studebaker factory to build me the Studebaker of my dreams, this is the car they would deliver to me. To me it was absolutely amazing to find that 1 of the 1,702 of them they built in 1949 just for me survived just for me. I told the seller that I'd like to be next in line should the deal fall through. He advised me to call him again in 2 weeks. I did. He said the buyer could not raise the money and that he was going to put the car back on the market tomorrow. I said, "Well, hell. How about today?" He did. I sent him a deposit. He allowed as how if I did not want the car after seeing it, he'd refund my deposit. That sounded more than fair to me.

About 2 weeks later, some friends drove me up the driveway of this huge antebellum mansion. There, sitting in front of the house was the Studebaker. At first sight, I began to feel my check book itch. As we drove up, I half expected the double doors of the mansion to swing open and see Miss Scarlett sweep through. No such luck...it was Norm, my seller. We went for a quick spin. I got back, and with shaking hands I wrote the check. He pointed out that up until about 1976 (I could be wrong about the date) the State of Georgia did not title cars. So, there was not one for the Studebaker. He gave me the page in the State of Georgia regulations that said all of that; said he would put me in touch with a shipper who would ship the car to Honolulu for me.

The shipping outfit was on the up and up and was a fine outfit to do business with. About a month or so later the car arrived in Honolulu with the Georgia plates removed.

I was shortly to find out that absolutely nothing would happen in the registration

process until I got the car weighed. This meant that I was in a CATCH 22. I had to get the car weighed before I could get the car registered. And, I had to get the car registered to legally drive it to the weigh station, suspiciously near the prison. Well, I threw caution to the wind and decided to chance 'em. I drove it down and back from the weigh station with no plates.

My next step was to take the papers I had and the weigh info to get the car registered. Not so fast, they told me. They cannot register the car until they get the title. I told them, there is no such thing as a Georgia title for cars prior to 1976. Houston, we have a problem. Finally I got someone to explain that there was only one way out of my quandary. I must sue the State of Hawaii. Believe it or not there is a window for that. So, I filled out the papers to sue the state and went on with my life. In about a month or so, much sooner than I expected, I got notice that my trial had been scheduled. They scheduled it right in the middle of a planned trip to the Big Island, which I now had to cancel. The day and time for me to go before the judge came. I could not believe that the State DOJ actually sent a lawyer. My turn finally came. I told my story to the judge; showed him the paperwork pointing out that a title for my car was impossible; produced the genuine bill of sale. He didn't take a minute looking over the papers. The judge asked if the State would object to granting me title. The State lawyer said; "No, your Honor". Bang went the gavel. I had won. And, now you see me driving my pride and joy at every opportunity.

Aloha,

Rick

P.S. I've attached a picture of the site that greeted me when I drove up the driveway of the seller's place in Mariette, GA.

The Resurrection of B5155

A 1932 PEERLESS 5 Passenger Club Sedan

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 Robert Kemble, Psychiatrist, spotted it at a SOCONY (Standard Oil Company of New York) gasoline station. It was on consignment to them from its owner. It was now a 20 year old car. 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 were installed.

1957

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

1969

In 1969 Dr. Bob took it out of service because of sticky valves and stored it in the garage. The roof leaked over the hood. Water got on the front fenders, hood and engine block. A few years later, he had the roof replaced. There it sat for 40 years.

2009

During a couple of our monthly get-togethers the AACA Aloha Region boys began helping Dr. Bob clean up the car. "New"...30 year old...tires and tubes were mounted on 4 of the rims and mounted on the car. The original tires were rusted to the demountable rims and had to be sawed off!

Dr. Bob recalls that the car was never in a collision. It had been repainted (black), and some parts were re-chromed.

Upon opening the hood we found that the engine was frozen and the spark plugs were rusted in the head. We removed the head and broke free and chiseled out all 8 spark plugs. About half of the valves were frozen. We then disconnected the starter, the fan belt and checked the clutch to make sure it is not frozen to the transmission.

Dr Bob feels that the chassis spring arrangement needs some help. He says there are rubber bushings under a cover plate on each spring that he feels are shot.

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?

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

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

December 2009

Bob DeBone and son Chris come to an agreement with Dr. Bob to acquire the car "in situ". He has allowed me to work on the car in his garage in Makiki. His only stipulation: ***Don't be making a hot rod out of it!***

The reason I was able to take on this project was that I had recently been put on a retainer at my job. For 12 years I was the Service Technician for the Prep Department at Hagadone Printing Company, the largest printer here in the state of Hawaii. The flexible shorter hours and my wife, Judie's, "Cash Cow" status gave me this opportunity.

2010

The Club had been working with me on this engine for the next 6 months. Piece by piece we were able to dismantle the engine components.

We drained and removed the oil pan of its "tar", flooded the cylinders with Marvel Mystery Oil, solvents, WD40, PB Blaster and "whatever" but still couldn't get the engine to turn over with the front crank.

Off came all the components: starter, water pump, generator, fan and radiator. It still would not budge. You should have seen the leverage devices we came up with!

I had the starter and generator reconditioned by Central Pacific Rebuilders in Honolulu. Carburetor, fuel pump and distributor cleaned up well. No idea if they will function properly.

We spent a fair amount of time removing the valves, springs and components to attempt to free up the pistons.

The block has at least one valve seat that we plan on re-grinding in place. Harley Neff has that "grinding gizmo" set. We would like to know the specific 3 angles. Harley also has the tool for polishing/grinding the valves in place and the compound.

We finally got the crank to turn but ultimately decided to pull the engine and have it rebuilt.

Elmer Snyder, a former member of our Antique Club and previous owner of Snyder Machine Works in Waipahu, suggested that we have his old company do the rebuild.

Snyder Machine Works had the engine for over a year but decided that it was not in their best interest to follow through with the rebuild. Come to find out, the current owners expertise is in rebuilding newer truck diesel and racecar engines. After fussing around removing the crank and cam and polishing some components, they threw in the towel and suggested that I have someone else follow through.

Joel Stallard and his side kick, Alex, of Precision Motor Rebuilders in Kailua were chosen for the follow through. Joel had rebuilt some of the Car Club member's antique engines over the years and has a passion for this kind of work. Joel (78) was thrilled to discuss the details of the Continental 13K Straight Eight engine with us and it was a natural.

Engine components were delivered about the first of the year and work was begun.

When I was removing the exhaust/intake manifold I snapped off 6 of the studs that consequently had to be removed and new inserts installed. PMR installed new seats with case hardened inserts (not just Heli-Coil).

The block was shaved about .012 to overcome the valleys and pitting. Harley Neff and I had tried to regrind the exhaust valve seats but they were too far gone. PMR installed hardened seats.

The valve guides were replaced with new ones. The tappet screw top/nut adjusters had to be surface ground. They have sunk in.

I will have the valves themselves reground and determine how many are totally shot. Some are very thin; others are burnt badly.

Four of the exhaust valves were replaced from old stock that I acquired from Ralph Cartonio, another Peerless Club member in Maine. Ralph has a "bunch" of old Peerless cars that he parts out.

The cam bearings were found to be good but the feed holes were enlarged. The cam just needed to be polished.

The block itself was dunked and cleaned in a non corrosive cleaning agent because it has babbitted bushings on the crank journals. Evidently, the more corrosive dunk tank cleaner would eat into the material. After a thorough flush, I painted the block, inside and out, with an aluminum engine paint.

With valve seats and valves ground and polished the assembly begins. Interestingly on the valve springs: The existing springs varied in compression by about 3+ pounds between them. Somewhere in my reading I had noted that the stronger springs were to be installed on the outer valves and weaker ones in the middle (or the other way around). Joel corrected me by informing me that he installs shim washers on these to bring them all up to the original pressure (53lbs. at the required 2 3/16 assembled height).

The rear main seal/bearing on the block disintegrated upon removal. Originally made from potmetal, it was crumbling when I first inspected it. After checking for a replacement from

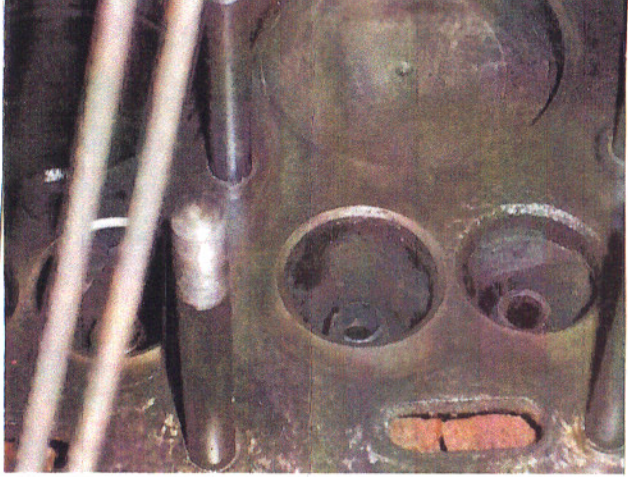
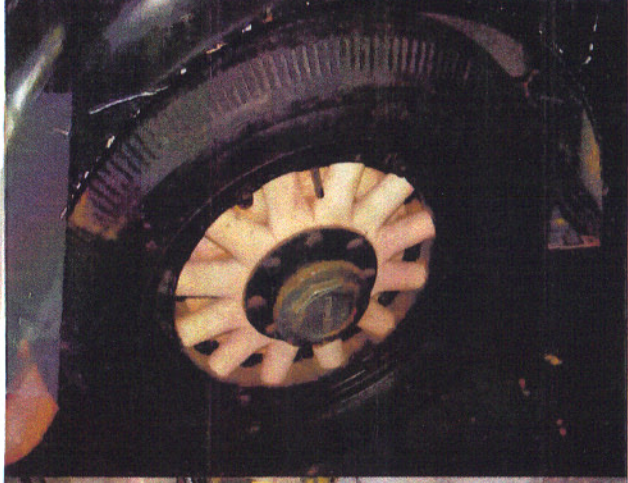
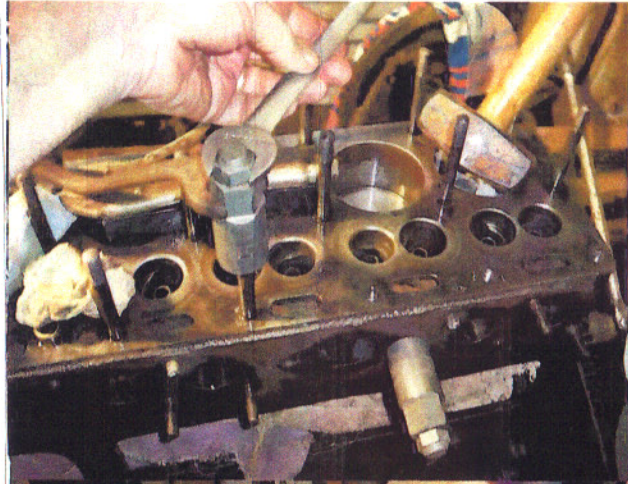
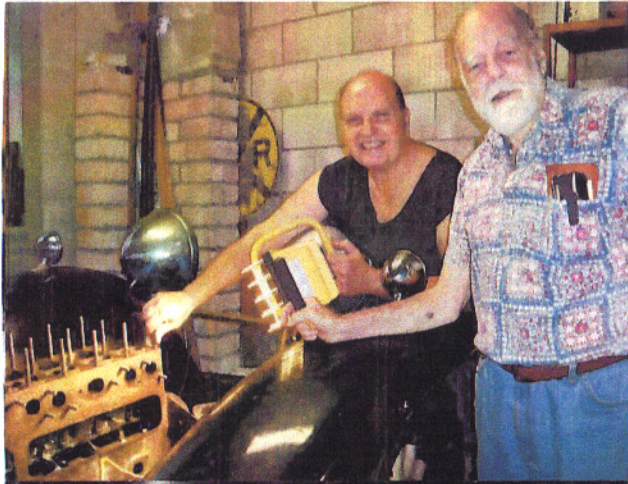
Kanters, Egge, Restoration Parts and others, I found out that Don Bettes (Peerless Club member, retired GM pattern maker) was able to re-create a replacement out of aluminum. I supplied him with the old pieces and dimensions from the block. He drew up plans, made a wood pattern and had two cast out of aluminum. They are slightly oversize and the seal groove must be machined in.

I will probably order the gaskets from Olson Gaskets in Port Orchard, Washington. Head, Intake/exhaust and set of 2 for the oil pan.

DeBone & DeBone

Bob & Judie bojudie@hawaiiantel.net
Res 808-261-7518 cell 808-265-8297





FUTURE MEETS:

The month of March has two events for Aloha Region members. The first event as follows:

Saturday March 17, 2012

10:00 AM, Garage sale for the estate of Aloha Region member Harley Neff. See detailed description in earlier section of this newsletter. Location: 170 Kuukama Street, Kailua HI. No advance calls or inspection please.

Saturday, March 29

Friday, March 30, 2012

thru Saturday March 31 and Sunday April 1, First Hawaiian Auto Show at the Waikiki Convention Center.

At the time of printing of the newsletter no word has been received that Aloha Region, AACA will be granted space for an exhibit of Antique cars. If no space is granted members can attend the show at their convenience.

If space is granted to Aloha Region, past practice has been to grant passes for club members who participate as greeters to the public representing the Aloha Region answering questions about the antique cars on display.

Pay parking is available on the upper floors of the Convention Center, Also, street parking if you search.

Saturday, April 21, 2012

Member Gib Black will be hosting the meet at the Kaneohe Yacht Club, 10:00AM 44-503 Kaneohe Bay Drive. He will host lunch prepared by the Yacht Club.

Saturday, May 19, 2012

Aloha Region President Fred Weisberger will host the meet at his garage, 90 Aikahi Loop. Kailua, 10:00 AM. Fred will host lunch. Member Victor Weisberger will be there with his 1914 model T Ford to give rides.

Saturday, June 16, 2012

Aloha Region member Rick Lloyd will host a meet at his home. 666 Prospect Street, Honolulu, 10:00 AM.

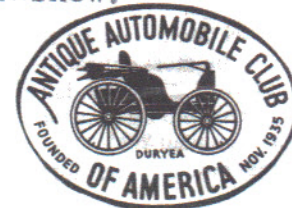
In addition to his 1949 Studebaker conv, Rick has ammassed a large collection of model cars which he will display to members.

The address is a condo, but there is street parking which is ample. Also, Rick will host a lunch, and will park his Studebaker on the street if weather is good.

Rick's condo is interesting in itself because it occupies two stories, he will give a condo tour and also will have car videos to display.

NEW CAR SHOW UPDATE

News just in, the Antique car club will have an exhibit at the new carshow.



MUSTANG CLUB NEWS

The Ford Mustang club will have its annual show at the Kailua Ford dealer, Sunday, April 15, 2012.

The Scored Journal

Aloha Region
Antique Automobile Club of America

162 Kaha Street
Kailua, Hawaii 96734



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