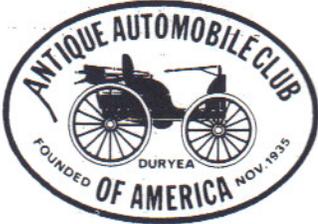


The Scored Journal



ALOHA REGION

Issue: 173

August, Sept, Oct
2012

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FEATURE STORY - 1950 CHEV SAMPAN

This beautiful restored 1950 Chevrolet Sampan was on display in front of the Waikiki Yacht Club for the monthly "Cars at the curb meet". These historic jittney vehicles were fitted with Hawaii built bodies and were low cost transportation before the advent of City bus systems. Seating capacity was not limited to a fixed number of passengers, but how many people could be squeezed in the long bench seats.

After a day of hard work, the cool breeze blowing through the open sides was welcome. Side curtains would be unrolled only in case of heavy rain.

Plymouth and Chevrolet cars were favored for conversion as Sampans, occasionally a Ford was used. There is much wood framing in the body and this Sampan had heavy termite damage and wood rot. All wood was replaced during restoration. Also, the underpowered straight six Chevrolet was replaced with a powerful modern V-8.



SAMPAN CONTINUED

Power steering and power brakes were added. The rear fenders appear to be from a 1948 Chevrolet. The 1950 Chevrolet fenders were too flat to fit well to the curvature of the Sampan body. The 1950 fenders were spot welded to the body with a stainless steel strip covering the welds. The 1948 fenders were bolt-on and simpler to mount. There is only one doorless entry-exit to the body of the Sampan. All Sampan bodies were like this. The spare tire is mounted to the body on the driver's side in place of a door.

Operators were accomodating to regular passengers, stopping in the middle of the block, or at the door of bundle laden passengers. Departure times were often delayed if regular passengers were late arriving, or there were empty seats. Occasionally a chicken in a cage would be transported.

Jittneys operated on Oahu, Hawaii, Maui and Kauai. At the height of production 14 were produced in one month. Today 10 are known to exist in the islands and 3 are in the mainland. Hilo had the longest run of Jittneys from 1913-1975.

No expense was spared in the restoration which is first class in every respect, including high quality chrome plating. Most of the Sampans that have survived are unrestored and appear worn and weathered on close examination. The oldest Sampan seen by your Editor was parked in front of Uncle Billie's Hotel in Kona Hawaii. It was a model T Ford body from the 1920's mounted on a 1929 Model A Ford chassis.

Surviving Hawaii Sampans are rare and make an appearance in parades and exhibits. These unique vehicles have a charmed place in the collective memories of Hawaii old timers and are fascinating to younger people.

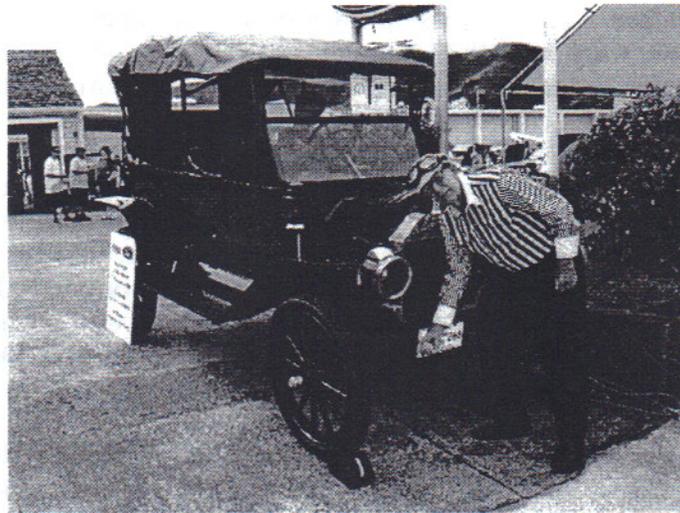
NOTICE

In the last newsletter a tentative announcement was made of a Grand Prix and antique car exhibit at the Koolina Resort.

The promoter and the resort hotel could not come to terms.

Applications sent to the promoter are null and void.

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VICTOR K. WEISBERGER
1934-2012

On August 10, 2012, Victor Weisberger passed away at Kaiser Hospital after a brief illness. Victor was in the Air Force stationed in Hawaii during the Korean War. He was a shop class teacher, First Aid/CPR instructor, safety officer for City & County of Honolulu and the University of Hawaii, and finally he became the head of safety for the Board of Water Supply. Victor was also one of the Aloha Region's *Founding Fathers* and the club's newsletter editor for most of the club's 35 years.

Victor was born in Baltimore, Maryland on January 12, 1934. His father, Victor S. Weisberger, was an Austrian immigrant who was educated as a machinist and engineer, but worked for many years as a wrought iron craftsman and a teacher. (Notable: he actually designed and built the world's first wheeled shopping cart—for the Piggly Wiggley grocery store chain.) Victor's mother, Marie Eisenbrandt, was from an old, well established Maryland family. She graduated from Goucher College and worked as writer for several local and national magazines. (Notable: Her father was a successful high-wheel bike racer in the 1890s, who sold bikes and boats. In 1903, he was offered the exclusive rights to sell the new Ford automobiles in Baltimore, but he declined. He exclaimed, "The *horseless carriage* is just a 'fad' and the demand will not last long!")

Victor was an only child. The Great Depression was hard on the family and in 1938 his father took a high school teaching position on the Oglala Sioux Indian Reservation at Pine Ridge, South Dakota. Victor enjoyed his early childhood in South Dakota. My favorite story was how he, at the age of five, decided to start a road-side business selling cactus to passing cars. He gathered cactus from the hill behind the house and set up a makeshift stand in front of his house. Unfortunately, there was cactus everywhere, and he lived on a dead end street, so no cars drove by his stand—the business folded that day. His father's teaching position ended shortly after the outbreak of war and family returned to Baltimore in 1942.

Victor attended a public all-boys high school in Baltimore. Girls were in short supply for the thin redheaded young man, so he spent his free time riding his bicycle and riding around with several older friends who had cars. One older friend owned a 1949 MG TC and an 1935 Auburn Phaeton, and another friend had an early 1909 Ford Model T.

Victor quickly developed a serious passion for antique cars and bought his beloved 1914 Ford Model T in 1953, when he was 19 years old. At that time a “real antique” car had to have brass trim and gas lights. The car was a running chassis with the body removed and no interior or top. It needed a complete restoration.

In 1954 he joined the Air Force and after technical training as a mechanic, he was stationed in Hawaii. After driving several “beaters” around the island, his parents loaned him some money so he could buy a used MG. He wanted a MG TC, but the only one available was painted *pink*, so he bought a low-mileage MG TD. He met his future wife, Beth Millhouse, at a University of Hawaii dance. She was a teacher in Florida who came to Hawaii for a vacation. They had a two-week romance, which mostly consisted of driving around the island in the MG TD.

Shortly after Beth left the islands, Victor completed his enlistment obligation and was discharged. He shipped his MG TD to San Francisco, and his father took the train from Baltimore meet him there. The two of them drove the MG TD across the country—nearly without incident. (The condenser failed and he literally coasted into a small MG dealer’s parking lot—what are the odds?)

Once home, following a brief stay at a small prestigious business college, Victor held several sales jobs and bought a new 1960 Fiat 500. After about a year of writing letters to Beth, he rather impulsively wrote that he was coming down to Florida for a visit. One Friday afternoon he got into his diminutive Fiat 500 and drove down to Florida to see her. At the end of their first date in Florida, Victor impulsively proposed marriage.

Victor and Beth were soon married and moved into an apartment near John Hopkins University. One Saturday afternoon Victor said to Beth that he was going to go to his garage. She asked, “You have a garage?” To which he said, “Yes.” She paused and asked, “What is in *your* garage?” He quickly responded, “My 1914 Ford Model T, of course.” To which Beth exclaimed, “You *never* told me you had a garage and a Model T Ford!(!?)” To which Victor calmly replied, “You never asked me if I had a garage or a Ford Model T.”

Victor worked for Retail Credit Corp., as an insurance investigator, and they started a family. During his free time he worked restoring his Model T. By 1968, Victor had two sons and the Model T was restored. Beth always wanted to move to Hawaii, so she convinced him to more. The Model T was left behind in his garage and the family drove west in a 1966 Studebaker station wagon.

Victor attended and eventually graduated from the University of Hawaii. He bought a 1929 Ford Model A Roadster. In 1977, he was part of a small group of local antique car enthusiasts who were granted AACA regional status. In 1989 he sold the Model A and finally brought his 1914 Model T to Hawaii. After Beth’s passing in 1993, there were few things that he enjoyed more than sharing his Model T with people—nearly every member of the club has been for a ride. He would dress the part in a red/white striped shirt and a silly driving hat with goggles. He occasionally appeared on TV and the newspaper with his car—and last year he was featured in *Honolulu* magazine.

Victor was always a friendly, generous, and helping person. The club has lost a great friend and valuable newsletter editor. Victor is survived by his sons, Fred and Jim, and two grand children, Sara and Chris, and his girlfriend Li Agas. As per his wishes, there will be a small private memorial service.

ENGINE ADVENTURE

Located at the side of a hiking trail on Tantalus is an abandoned model T Ford engine and transmission. It appears a model T Ford touring car was pushed off a cliff above the trail sixty or seventy years ago. Most of the car has been claimed by the rain forest.

The engine, transmission and differential are the only large surviving parts.

Two years ago a small group of Aloha Region members succeeded in dragging out the differential.

However, the engine and transmission remain just off the trail waiting to be claimed. They have been moved closer to the trail head.

You are invited to join our adventure rescue team. The engine can be yours if you want it. Contact Victor Weisberger, Phone: 262-7117.

FUTURE MEETS

Saturday, August 18, 2012 meet again at Bob DeBone's Kailua garage. The garage is set back off the street between McDonalds and the Shell gas station. Bob will provide lunch.

Bob is making truly rapid progress restoring the 1932 Peerless. At the last meet Bob ran the Peerless engine for the admiring crowd. The engine is huge and impressive with the fine detailing done by Bob. Meet 10:00AM

Saturday, September 15, 2012 meet at Victor Weisberger's garage 162 Kaha Street, Kailua, HI. Meeting time, 10:00 AM. Picnic lunch provided and model T Ford rides.

Saturday, October 27, 2012

meet at Bob Bosley's Diamond Head Sprinkler business and museum. Meeting time is 1:00PM. Note in order to accommodate Bob's business activities, the meet is the fourth Saturday of the month, and is in the afternoon, instead of the morning.

Location, 899 Waimanu Street, Honolulu. (located in the historic iron foundry building.) Lunch hosted by Bob.

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MEETING SITES NEEDED

Additional meeting sites for our club are needed. Could you host a meet at your home or business?

You do not have to host lunch, that is an option that is appreciated, but not required. Members can bring a home lunch or carry-out lunch.

Meetings are usually the third Saturday of the month at 10:00AM, but scheduling is adjustable.

To discuss hosting a meet contact Victor Weisberger, Phone: 262-7117.

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FIRST CLASS MAIL