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THE ALOHA REGION'S NEWSLETTER

THE SCORED JOURNAL



CLUB NEWS: On May 25, 2013, The Hawaii Theater celebrated its 90th Anniversary with a fundraiser gala, *An Evening of Gatsby Glamour*. The road outside of the historic movie palace was closed to traffic and three *Aloha Region* members, Ross Battaglia, Rick Shankles, and George Shishdo displayed their beatifully restored 1930-31 Model A Fords.



On May 26, 2013, the *British car Club of Hawaii* hosted the 21st Annual *British Car Day* at Kapiolani Park. Several *Aloha Region* members attended and two displayed British cars: Willie Williams brought his 1955 MG TF and his 1937 MG TA (left). Fred Weisberger displayed his 1949 MG TC—one of four TCs present. Aproxmitely fifty British cars were in attendance.



1933 MG J2 and 1937 MG TA at the Ala Wai Boat Harbor

RECENTLY SIGHTED: A “new” antique MG is on the island! Willie William’s friend, Bob DeWitz, bought a 1933 MG J2 (the smaller car on the left) several years ago and had it completely restored in California. He liked Willie’s TA colours (car on the right) so much, he asked Willie if he would mind if his J2 was painted the same colour scheme—apparently Willie said “ok”. After being shown at several events on the mainland, Bob has finally shipped the J2 home. Now Hawaii has two beautiful pre-war green and cream MGs

The J2 is an important car in MG history. The J2 was the second of the “Midget” cars manufactured by MG (often said to be an abbreviation for *Morris Garage*—the Oxford distributors for Morris cars). With the apparent blessing of the company owner, William Morris, in 1924 MG started to modify Morris cars to make them more sporting. The first “Midget” was the MG “M-type” and it began production in 1929 lasted until 1931. The M-type was a modified version of the Morris “8”. The M-Type had an attractive fabric-over-wood body and a “boat-tail” rear deck, cycle fenders, split windscreen, and a distinctive MG radiator. The M-type had a single overhead-cam four cylinder motor, with a displacement of 847cc, and it produced up to 27hp @ 4,500rpm. The M-type proved to be quite popular with young English lads because of its low cost and sporting character. The M-type embodied the MG slogan of “Cheap and Cheerful”. These small MGs were successfully rallied and raced. Edsel Ford bought a new MG M-type Midget, while visiting in England, and Ford family later enjoyed the car for several years at their estate. (The Edsel Ford MG M-type is said to have been the first MG in America. The car was on display at the Henry Ford Museum until the 1990s) After nearly four years, and over 2,500 M-Types sold, the M-Type was replaced with the J-Type.

Although M-type was the first of the MG Midgets, it was the MG J2 which established the iconic MG *look*, with its graceful swept wings (fenders) and twin-hump cowl. This look would last until the end of the TC in 1949, and loosely until the demise of the T-types, with the MG TF 1500 in 1955. The J2 was only manufactured from 1932 to 1934, but it proved to be very popular and profitable for MG, with over two thousand manufactured in three years. The J2 had a slightly longer chassis than the M-type. The J2 had the same chassis as the MG D-Type race car. Unlike the M-Type’s three speed transmission, the J2 had a four speed transmission and other improvements, including more power at 36hp @ 5,500 rpm. The J2 was also the basis for the successful J3 and J4 race cars, with large superchargers, and much greater horsepower and speed. The J-type was replaced in 1934 with the P-type, the last of the overhead cam cars, which lasted until 1936, when MG introduced the T-type.

The T-type sports car was physically larger and it had a greater displacement and more powerful motor, but it lacked the OHC motor of the earlier Midgets. At first the MG community was outraged at this apparent technological regression, nevertheless, the new T-type quickly won the hearts of nearly all MG fans. The pre-war MG TA evolved into the TB in 1939, which continued after the war, largely unchanged, as the immortal MG TC—and that’s another important MG story.

Many MG collectors consider the MG J2 to be the progenitor of all of the great MG sports cars which have followed. Today MG J2s can be found in many private and public car collections around

the world. O'ahu now has two MG J2s—Willie also has a blue J2—currently being made road worthy again after a major motor rebuild. So if you see a tiny MG, even by MG standards, on Honolulu roads, if it is green/cream it is Bob's car and if it is two-tone blue, it is Willie's car.

*******THE FABLOUS FINS OF THE PAST*******

The *Peterson Automobile Museum* in Los Angeles is currently featuring an exhibit to highlight the development of non-functional automotive (and boat) "fins". The addition of purely astetic fins were inspired by aeronautics industry and were particularly common from the late 1930s to the 1960s.

QUIZ TIME: Attempt to identify the following finned beauties (year & make)



QUIZ ANSWERS

(1. 1937 Delage, 2. 1949 Cadillac, 3. 1959 Cadillac, 4. 1956 Lone Star Meteor, 5. 1961 Toyota Toyopet)

AUCTION NEWS: Jud Ihrig's beautiful 1926 *Hispano-Suiz H6B* (featured in the January *Scored Journal*). The car has been shipped, prepped and it will be auctioned at the *RM Auctions* at Pebble Beach on August 16 or 17. (See the *RM* website for more information)

RECENT CLUB MEETINGS

April Meeting: Bob DeBone's Peerless Pod shop in Kailua was the location of this month's meeting. Bob showed the latest progress on his 1932 Peerless. He also provided food and drinks. Around 25 people attended. Because of the location's restricted parking, only a couple antique cars attended.

May Meeting: Glen Houlton hosted the May meeting at the Hawaii Railway Society museum in Ewa Beach. Ross Battaglia attempted to drive his 1929 Model A Ford from Kailua, but it overheated going

over the Pali. Rick Shankles successfully made the drive from Honolulu in his 1931 Model A Ford. Members enjoyed the morning tour of the Hawaiian trains, in spite of the unusually heavy rain.

June Meeting: *Hawaii Energy Connection*—“*Home of the Kumu Kit*” hosted this meeting at their Aiea business location. About 15 members attended and several antique cars made the drive. Those in attendance were given a presentation on the technological and financial advantages of installing a solar electric system on their house.

July Meeting: Ross Battaglia hosted a small gathering at his home in Kailua. Members enjoyed excellent hamburgers and car talk.



1986 Benz Motorwagon (replica) at the Blackhawk Museum in California.

Most historians consider the 1886 *Benz Patent-Motorwagon* to be the world's first production gasoline-powered “automobile”. Karl Benz applied for a patent (#37435) for the car on January 29, 1886. The first *Motorwagon* weighed 220 lbs, used a 954cc single-cylinder, four-stroke motor, and produced approximately 1 hp. By car #3, *Motorwagons* produced up to 3 hp and could propel the car up to 10 mph. About 25 production cars were built between 1886 and 1893.



“Car Saints & Car Sinners”

Some conversational topics seem to re-occur often in our family. Over the years my father and I had established a light-hearted philosophy which divided the automotive world into “Car Saints” and “Car Sinners”. Whenever my father and I encountered the story of a person lavishing a great deal of time and money on some antique car, especially one with limited market value, we respectfully labeled

that person a “Car Saint”. Some restorations do make financial sense, but most appear to be acts of self-sacrifice, generosity, great love and kindness—indeed “saintly qualities” in our eyes.

At the opposite end of this philosophical dichotomy are the “Car Sinners”. To qualify as a “sinner” one needs to actively or passively “un-restore” an antique car; or worse yet, to turn a rare antique car into a hot rod! We were careful not to use this title too often, mostly to avoid the appearance of hypocrisy, since both of us had been guilty of un-restoring a car or two over the years. My father stored his 1929 Model A Ford for 20+ years, near the beach, on the windward side of the island, in an open carport and with no car cover. And I impulsively bought a low-mileage, California rust-free 1950 Packard, although I had no covered place to store it, so it spent years parked in my driveway under car covers and blue tarps.

Obviously real-world circumstances (financial and time issues) usually dictate automotive saintly and sinful behaviors; therefore we agreed that one should not judge other collectors too harshly. Nonetheless we did want to fully celebrate the “Car Saints” among us. These people are truly admirable. They are dedicated to the restoration, if you will; the re-birth of an antique car. And I think that we also secretly hoped that there was some sort of “car karma” in the world—one which eventually *rewarded* the Car Saints with quickly located missing parts, cheap shipping, and other car life “favors”. With this car saint versus car sinner idea in mind, I clearly need to stop talking about this subject and get back into my garage to fix the various problems with my 1930 Cadillac—which has been off the road for over a year—a Car Sin, I think. One *should* strive to be more “Car Saintly”.

*******FUTURE MEETINGS*******

AUGUST 17: Rick Shankles is hosting this meeting at *Ron’s Performance* at 345 N. Nimitz Hwy, Honolulu. **NOTE TIME: 4:00-7:00PM.** (Ron’s is looking to expand into antique cars too— now willing to ship in antique car tires from the mainland at cost—a BIG savings!) Questions: 548-1678

SEPTEMBER 21: Fred Weisberger is hosting at his house at 90 Aikahi Loop, Kailua. Lunch, car videos, free car magazines, and optional car tour. 10:00AM-1:00PM. Questions: 254-0392

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