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THE ALOHA REGION'S NEWSLETTER

THE SCORED JOURNAL



Ross Battaglia's 1929 Ford Model A & Rick Shankles' 1931 Ford Model A at the Morgan's Party

ALOHA REGION NEWS

***Hawaii Five-O* Filming:** Several club members' cars participated in the filming of a new *Hawaii Five-O* TV show in November. The scene was supposed in the days following the December 7th, 1941 Pearl Harbor attack. The story involved the arrest and internment of Japanese Americans. It was shot on a back street with period houses in Manoa Valley. The featured cars included the Model A Fords of Rick Shankles, Ross Battaglia, Bill Fortier and the 1932 Ford Model B of George Shishido. Everyone had a good time at the filming. Some members dressed in period clothing and were asked to be an extras. Unfortunately, Fred Weisberger's 1930 Cadillac was also invited but it broke down on H-3 at 5:00AM. The *Hawaii Five-O* episode aired in December, now look for it in reruns or online.

2014 Aloha Region Officers Elected or Re-elected

President & Editor: Fred Weisberger 254-0392
Vice President: Bob DeBone 261-7518
Treasurer: Glen Houlton 676-7266
Webmaster: Gary Wild (new) 261-0110

Note: 2014 Meeting Schedule Change

Due to the great difficulty of securing sponsors and locations for the club's monthly meetings for the past few years, for 2014 the club will try holding meetings every other month: January, March, May, July, September, and November. The club is always looking for meeting locations. Several months are still available for this year. If you have would like to host a meeting, party, tour or event, please contact Fred Weisberger at 254-0392.

RECENT CLUB MEETINGS

October Meeting was hosted by Bob DeBone and his family at his *Peerless Pod* in Kaliua. About 25 people attended and a pizza lunch was provided. The main activity was the task of returning Bob's restored 1932 Peerless body to its restored chassis. Apparently this required the coordination of nearly ten "supervisors" and several actual workers too—it all went well and the car is well on its way to being completed. Bob's Peerless has been a multi-year, complete frame-up restoration. Hopefully in 2014 the car will be finished—perhaps in time for the *First Hawaiian Auto Show*. Ask Bob about his progress and if he needs any additional assistance. Look for a future in-depth article on the restoration of this car in the *Scored Journal*. Also at this meeting there was the 2014 club officers election; see the officers list and phone numbers above. All of the officers are the same except now Gary Wild is the club's *Webmaster*. Gary is working on the club's new webpage, check with him for updates.

November Meeting was hosted by Richard Morgan and his family at their historic Makiki estate. This is the "Big Event" of our club calendar and it is usually well attended. After days of rain the weather cleared and about fifty people made it to this party. There were more than twenty antique cars parked around the estate. Several new members signed up for the club at the party. Food was provided by the Morgan family and members enjoyed lunch on the veranda of the historic house. Everyone enjoyed themselves, but this was a happy/sad occasion because just two weeks earlier the lovely and charming Lucy Morgan had passed away—she will be greatly missed by everyone.



Patrick Casey's Austin-Healey "Bugeye" Sprite



Rick Lloyd's 1949 Studebaker



FEATURE STORY: 1921 DUESENBERG EIGHT "MODEL A"

THE FIRST PRODUCTION DUESENBERG IS STILL CASTLE FAMILY OWNED FROM NEW

The antique car world was pleasantly surprised last August when the very first production Duesenberg showed up freshly restored at the Pebble Beach *Concours d'Elegance*. And for some people in Hawaii, it was especially important event because the car was bought new by a Castle family member, and currently owned by Jimmy Castle of Monterey, CA. There is some debate on who *exactly* was the original owner of this car. Published articles, (*Special Interest Autos* #126, Nov., 1991 and several current websites, *Old Motor*, etc.) state that the car was bought new by *Samuel Northrup Castle* (1808-1894). This is likely an error, since Samuel N. Castle die in 1894. There seems to be no question that it was bought new by a Castle family member, so according to the Castle family tree, it was either Herold K. Castle (1886-1967) or William Richards Castle, Jr. (1878-1963).

Duesenberg cars have a long and interesting history. The brothers, *Frederick* (1876-1932) and *August* (1879-1955), were self-taught engineers who began by building and racing bicycles, and then motorcycles, before building racing and road cars. Fred Duesenberg first designed and raced a *Mason* car, which was part of the short-lived *Maytag-Mason Motor Co.* (named after their financial backers). By 1913 the Duesenberg brothers had formed the *Duesenberg Motor Company*, which built auto and marine engines. In 1914 the brothers began building racing engines with a Duesenberg designed horizontal-valve rocker-arm ("walking beam") for their own *Duesenberg* race cars. The brothers quickly became famous when their cars, driven by early aces such as: Ralph Mulford, Eddie Rickenbacker, and Eddie O'Donnell, began to win races around the country. In 1916 *Duesenberg Motors Corporation* was formed by a group of New York investors. (It is interesting to note that the brothers never actually "owned" their companies; but they were the largely autonomous key employees.) During WWI the company also made airplane motors under government contract. After the war the Duesenberg designed four cylinder motor was sold to the *Rochester Motor Co.*, so the brothers could concentrate on the design of an over-head cam straight eight motor. In November 1920, the *Duesenberg Automobile and Motors Corporation* displayed its first passenger car at the Hotel Commodore, to great acclaim, but design and production delays prevented customer deliveries until late 1921. Meanwhile, Duesenberg race cars continued to do well in the U.S. and Europe. Duesenbergs won the Indy 500 three times in the 1920s. And a Duesenberg, driven Ralph Mulford, won the Le Mans Grand Prix in 1921.

The "Castle Car" was the first regular production car sold to the public. The car is claimed to having been extensively driven by the Duesenberg brothers prior to being sold to the Castle family. The Duesenberg Eight "Model A" (a name latter applied) rode on a 134 inch chassis, but it stood out because of its overhead cam, in-line eight cylinder 90 hp motor and for its four-wheel hydraulic brakes—both were industry "firsts" for production cars. High prices and perhaps some uninspired coachwork on many cars kept sales down. The company was re-organized into the *Duesenberg Motors Company* in 1925. In 1926, E.L. Cord added *Duesenberg* to his automobile empire. There was a short-lived Model X before the famous, Model J and even greater "SJ" were produced. It was the Duesenberg Models J and SJ that led to the phrase, "It's a Duesy", which denotes supreme excellence.

The Duesenberg Eight Model A "Castle Car" was bought new by a Castle family member on the East Coast and shipped to Hawaii in 1922 (according to Duesenberg guru, Randy Ema). The car has a custom two door opera coupe with coachwork *by Bender, Robinson*. In 1928 the Castle Car was shipped back to *Duesenberg* in Indianapolis to have some Model J features added, including: wheels, hubs, brakes, bumpers, steering, headlights... During the 10,000+ hour complete restoration of the rusted, corroded and termite damaged car, many of the original Model A parts had to be sourced (and many of the Model J parts were sold—perhaps to slightly offset the restoration cost.) Based on four factory and period photographs and other surviving Model A cars, the "Castle Car" was returned to its original glory and displayed at Pebble Beach, where it won the *Classic Car Club of America Award*.

Club member Jim Waymann photographed the “Castle Car” at Pebble Beach. Member Guy Slaughter remembers seeing the car in the early 1960s (see his old pictures). Also note that the car at Pebble Beach has the #1 *Horseless Carriage* plate for Hawaii. And a side story, the Editor’s father-in-law, Anthony Gomes (1927-date), in 1946 was riding his bike when he was hit by the car on the corner of 6th street and Muhiu Street, driven by Mr. Castle—one can only assume. The driver picked up the injured lad and drove him to the nearest hospital. The driver informed the boy’s mother, paid his medical bills and gave him \$25 to buy a new bicycle. The antique car world was thrilled to see the “1st Duesenberg” again and for those in-the-know, the car has a very special place in Hawaii history—and perhaps eventually we will figure out which Castle family member actually bought the car new.



PERIOD ACCESSORIES: TRICO VACUUM POWERED INTERIOR FAN



Trico vacuum fan with back cover removed



Trico fan instructions



Fan mounted

Today new cars come “standard” with a dazzling array of special gadgets and luxury features. Even the most plebian, price-leader cars come standard with air conditioner, power windows, power anti-lock brakes, complex sound systems and various on-board computers systems. This plethora of standard luxury “accessories” is a fairly recent industry development. As recently as the mid 1980s many new cars were available much more standard—the buyer had to pay extra for: A/C, power windows, and even an AM/FM/Cassette or 8-track tape radio.

Factory and aftermarket automobile accessories have been a major part of the automobile industry since the earliest days. Owners of “Horseless Carriages”, especially the less expensive cars, had to separately purchase from the dealer many of the most basic essentials, such as: fenders, headlights, convertible tops/frames, windshields, horns, speedometers, temperature gauges and even spare tires. Fairly quickly aftermarket suppliers produced nearly everything for the automobile: extra horns, driving and spot lights, go-faster equipment, special bodies, weather gear, heaters, trunks, speedometers, and even auto camping equipment, just to name a few. By the 1920s customers were expecting much more standard equipment from their new cars.

By the late 1920s closed cars began to out-sell open cars at an ever increasing rate. Many closed car drivers noticed that car interiors often became stuffy with the windows up and windshields often misted up quickly in cold weather. To address this relatively new problem several aftermarket companies offered interior car fans. These fans were available either as electric powered or driven by engine vacuum from the intake manifold. Trico was an early leader in the production of vacuum powered windshield wipers (as often found on the Ford Model A cars) and when Trico entered the fan market, the company offered both vacuum and electric fans. Interior fans were popular accessories from the early 1930s to the 1950s, when manufacturers began to include decent interior fans as standard equipment.

Today many antique car owners install period accessories on their cars. It is an opportunity to customize their cars and to display these often long-forgotten early accessories. I recently restored and installed a Trico vacuum fan in my 1930 Cadillac. It was frozen and missing some parts, but now it runs surprisingly well. As we effortlessly drive around in our modern air conditioned wonder cars, it is good to reflect on all of the wonderful accessories that are standard equipment today. And when you look at an antique car, look to see if there are any interesting or "cool" period accessories on the car.

RECENT PASSINGS

Art "Tuffy" Medeiros (79) passed away this past December. Tuffy had been an active member of the *Aloha Region* for over thirty years and a member of the *British Car Club of Hawaii* for nearly as long. Tuffy was a leader and a worker on the restoration of the club's 1907 Ford Model N. Tuffy was an active participant of many club events, including the 1st *Hawaiian Auto Show*. He regularly helped many local antique car owners with their car problems. Tuffy was mostly associated with British cars and restored several cars in recent years, including: 1949 Riley DHC, Jaguar E-Type FHC and a Morris Minor convertible. Tuffy was always friendly with everyone and especially supportive of young members. The club has lost a priceless member and he will be greatly missed by everyone who knew him in the community.

Lucy Morgan passed away in November. She was the wife of Richard Morgan and the gracious co-host of the Morgan Family Antique Car Party every November. She was especially supportive of all of his antique car activities, including the restoration of his MG TC, MG TD, Austin-Healey 100, and Model T Ford Touring. Lucy and Richard enjoyed a 50+ year romance and adventure in Hawaii. They met on a ship going to Europe in the mid 1950s. Apparently his piano playing and singing caught her attention. She was from the rural South, and she worked hard, including being the rural school bus driver while she was in high school. Everyone in the club and the community will truly miss Lucy's bright, energetic, honest and endearing presence.

CARS FOR SALE:

Member Doug Flood has a 1949 Triumph 2000 Roadster for sale to a good home. It needs a full restoration. Contact him at: dougal@hawaii.rr.com

*****FUTURE CLUB MEETINGS*****

January Meeting: January 16 at Chris & Jade DeBone's home. 98-870

Ka'ahele Street. Aiea, HI 96701. Lunch will be provided. Any questions, call Chris at 352-7828. *(There is ample street parking for guests, but only limited parking in their driveway for antique cars—so get there early!)*

***IMPORTANT to note: No February Meeting is planned.**

March Meeting: March 14-16 at the 1st *Hawaiian Auto Show* at the Hawaii

Convention Center: If the club is invited again, an email will be sent and members with interesting antique cars will be invited. Sorry to say, but the organizer, *Motor Trend*, does want older cars, pre-1970 are good, but pre-war is best. All club members will be able to attend the show for free by going to the lobby kiosk or calling Fred. *Also Note: This is tentative event because the club usually does not get a formal confirmation about the show until 2-3 weeks before the show.*

MORE CARS AT THE MORGAN'S PARTY



***IMPORTANT NOTE:** If your dues are not received before the next newsletter, this is your LAST club newsletter! If you have not paid your 2014 dues, please pay your dues now. Mahalo!

****Also remember to renew your national AACA Membership online or get forms from Fred. ☺**

PLEASE RENEW YOUR ALOHA REGION, MEMBERSHIP

-----Cut & Mail-----

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