



THE SCORED JOURNAL



Patrick Casey's self-restored Jaguar E-Type FHC at the May Meeting in Kailua

2015 Aloha Region Officers

President & Editor: Fred Weisberger 254-0392
Vice President: Barry Mumper 261-4090
Treasurer: Glen Houlton 676-7266
Webmaster & Printer: Gary Wild 261-0110

RECENT ALOHA REGION EVENTS

May Meeting. About thirty club members and friends attended the May meeting held at Fred Weisberger's home in Kailua. It was a beautiful sunny day with cooling trade winds. Members brought fifteen cars dating from the 1920s to the early 1980s. The oldest car was Richard Morgan's 1926 Ford Model T, driven over the Pali by his son Andrew. Members admired cars, ate lunch, looked at car magazines, watched car videos and enjoyed superb car discussions. New Vice President, Barry Mumper recently acquired a Model T Ford project car and he was able to learn a lot about Model Ts from long-time T owner Richard Morgan. The only sad part of the day was the announcement of the recent passing of Kaiser Darrin owner, Richard Johnson. Members shared stories about Richard. At 12:30 pm about fifteen members and ten cars made the five mile drive to Pohai Nani retirement home in Kaneohe. The residents enjoyed seeing the antique cars and shared many stories about their experiences with similar cars when the cars were new.

ALOHA REGION MAY PARTY IN KAILUA



Barry Mumper with Richard Morgan and his Model T



Members examining a Model A Ford Truck



Avante



Mercedes Benz



Lotus Europa



Model A Ford Phaeton



Andrew Morgan admiring Buick



Aloha Region members enjoyed lunch and good car talk before the antique car tour to Pohai Nani

POHAI NANI ANTIQUE CAR DISPLAY



MGA (Brett Sortor)



Rolls-Royce (Tom Strickland)



Cadillac (Fred Weisberger)



Buick (Henry Gonsalves)



Mustang (Jeff Sawyer)



Plymouth Valiant (P. Gregory Frey)

2015 BRITISH CAR DAY AT KAPIOLANI PARK: On May 24, at least ten Aloha Region Members participated in the *British Car Day* at Kapiolani Park. There were approximately sixty local British cars on display. Many brands, from Austin-Healey to Triumph, were well represented. The largest contingency was the MG group, with nearly 20 cars from the early 1930s to the 1970s. Participating members: Patrick Casey, Rob Caveney, Bob DeBone, Bob DeWitz, Ed Kemper, Richard and Andrew Morgan, Tom Strickland, Fred Weisberger, Willie Williams and others.



Morgan



Austin-Healey



Triumph TR2



MGBs



Rolls-Royces



Lotus 7s



Morris Minor



MG TCs



Jaguar 150 DHC



Triumph TR3



MG TA



Lotus Elite

PRESIDENT & EDITOR'S MESSAGE: TIME FOR A SERIOUS COMMITMENT

In 1985, AACA celebrated its *Golden Jubilee* (50th Anniversary). That year my father, Victor Weisberger, a founding member of the *Aloha Region* in 1977 and nearly a founding member of the *Chesapeake Region* in Maryland in the 1950s, signed me up for an annual AACA membership. The problem was that he did not tell me about it. It was a small surprise.

Up to that time I had only attended a couple of local *Aloha Region* events, and one of them was at our house in 1981—and no national events! I knew that my father loved antique cars, especially Model T Fords, but I had no particular interest in antique cars at that time. Then one day in 1985 the national club magazine, *Antique Automobile*, arrived in my mailbox, I just assumed that it was an error or a “promotional thing”. After the next issue came, I questioned my father about it and he said that he had signed me up. I did not question him further and he did not elaborate.

During the following months I started to look at the pictures and read the articles. Over time I began thinking more and more about antique cars. In 1989 I bought my first antique car, a 1947 MG TC—and I was hooked on antique cars! Over the years many more antique cars have come and gone through my life. In other words, in 25 years of marriage, my wife has never had her car in the garage.

Well, what started 30 years ago with a gift membership, today, after being the *Aloha Region* president for more years than I can remember (I think it is 15 or 16?) and being the local club's newsletter editor since my father's passing in 2012, it was time for me to make a serious commitment to AACA—and become a *Life Member*! Several of our local club members are also AACA Life Members. It demonstrates a real commitment to the club—and you never have to worry about paying national dues ever again. And if I live long enough, it could be a real cost savings. I only wish that my father gave me a Life Membership 30 years ago! Consider becoming an AACA Life Member.



"TOO GOOD TO THROW OUT?"



The two WW2-era Rolls-Royce industrial motors going to the scrap metal yard

We have all seen that wonderful old car part(s) or cool rusty old tool at the city dump or on the side of the road. When I do, I often say to myself: "That _____ is too valuable to be thrown out. I'm sure I can find a use for it or at least a good home for it." So after a few moments of considering my options, the _____ comes home with me!

At least two of our club's founding members were "great" collectors of found things. My father, Victor Weisberger, and Harley Neff were memorable collectors of other people's unwanted stuff. My father had a yard cluttered with Model T parts: frames, motors, wheels, fenders and other random other things too good to throw out. It has been said that Harley Neff was the club's "champion collector". Harley's *famous* stockpile of spare car parts, tools, scrap metal and other treasures filled his extended garage, side and backyard storage. On the positive side, whenever someone needed an obscure part or tool, Harley was always there willing to share.

Since Harley and my father's passing, these treasure troves have largely been dispersed. Many of the better things going to family and friends or sold to other collectors. Two of Harley's large, but unwanted, "treasures" were two WW2-era Roll-Royce industrial motors. They were used in a light armed vehicle, the Scout, and for electrical generators. These motors were in production into the 1950s. Many decades ago Harley came across these his two motors. The U.S. military was going to scrap them, so *naturally* Harley brought them home. Since he was an owner of a Rolls-Royce 25/30 and a Bentley 4 1/4, with "similar" motors, he figured that he would replace his car motors with these low hour industrial motors—long story short—he never did.

After Harley's passing, his wife Edith offered them to the club, but since they weighed in excess of 800lbs each, there were no takers. Sadly, further research also revealed that the motors were nearly completely different from their automotive cousins. After over three years of searching for a new home for them, it was time for them to go. I partially disassembled them to facilitate moving them to the scrap yard in my truck. In early June 2015, the two motors went to Island Recyclers at Barber's Point.

It was a happy/sad day. Edith had long wanted them gone, but they still were historic automotive artifacts. I'm sure that there is a lesson somewhere here. I guess it is that one should more carefully consider each "treasure" *before* bringing it home. Personally, I doubt that I have learned anything. I will likely continue to pick up "treasures" whenever I see them. Perhaps, in the future, I will try to *think* a little longer before I bring it home and I will work a *little* harder to find new homes for some of my unneeded "treasures". Happy collecting!

FEATURED CAR: 1960 MGA



The *MG Car Company Ltd.* was founded in 1924 as a wholly owned subsidiary of W. R. Morris' retail car sales and service organization. The "MG" name is thought to stand for *Morris Garages*. Under the close supervision of business manager, Cecil Kimber, these modified Morris cars began to take on a decidedly sporting personality. From the late 1920s until 1935, MG sports and race cars engaged in a wide range of sporting events in England, Europe and around the world. Even Edsel Ford bought a new 1930 MG M-type—the first MG in America! By the mid-1930s, with the world struggling with The Great Depression, William Morris felt that the MG brand was becoming too involved in racing—basically not making enough profit for him. MG had produced three model ranges, *Midget*, *Magna*, *Magnette* (MMM), and many subtypes (M,C,D,F,J,P,L,N,K,Q,R) in recent years. Most early MG cars were somewhat advanced, for the time, available with technologies such as: over-head cam engines (OHC), superchargers, preselect transmissions and the R-type racecar even had a complex fully independent suspension.

In 1935, all official factory support for racing ended and the MG Car Company was merged into Morris', later named, Nuffield Organization. The MG Company now concentrated on making a profit with sporting cars, both small and large. Gone were the overhead cam motors and available superchargers. In came a completely new range of cars. This new "rationalized" range was the TA, VA, SA, and in 1938 the WA. The TA was a sports two-seater, much like the earlier cars, but it was slightly larger and employed a "large" (1,292 cc) four cylinder motor, but it had over-head valves (OHV) and not the previous OHC. Perhaps most shocking to the MG loyalists were the large sedans. The VA was a larger 4-cylinder car with a 1,548 cc motor, available in sedan, drop head coupe and tourer. The SA and WA (123 inch wheelbase), very large by MG standards, had six cylinder motors with 2.3 and 2.6 liter motors, respectively. After some early protests, MG owners quickly discovered that the new cars were both sporting and much more reliable.

All MG car production stopped in 1939, with the outbreak of war. During the war years the MG factory produced military equipment. After the hostilities ended, the factory quickly went back to car production with a slightly improved version of the prewar TB (XPAG motor – different from the TA). MG call the new car the "TC". England was trying to recover from the war and instituted an "Export or Die" policy. British car companies could only get raw materials, especially steel, if they exported their cars to bring in desperately needed foreign cash. The MG TC was clearly a dated prewar design, but it was the first sports car available after the war and it sold well. A total of 10,000 were sold, from 1945-1949, including 494 "EXU" cars slightly modified for the US market. The MG TC played an important role in the

early postwar American sportscar and race scene. Many top American race drivers started in MG TCs, including World Champion Bill Hill and racer-turned-builder, Carroll Shelby.

In 1950, MG introduced the much improved (steering, chassis) TD model. The TD proved to be especially popular in the states, where the majority of the 30,000 cars produced were sold. The MG TF was a “facelifted” version of the TD and it sold another 10,000 cars, including 3,400 of the larger motored TF 1500 model. By 1955, the “square-rigged” MGs were clearly old fashioned, especially when compared to the new Triumphs and Austin-Healeys, so MG finally went ahead with a completely new car, the 1955 MGA.

The MGA’s most striking feature was its all-enveloping body. It was inspired by the lines of a factory supported one-off MG special that was raced at Le Mans in 1952. Although the body was all-new, the car still employed a separate frame and the driveline was similar to the TF 1500. The MGA sat on a 94 inch wheelbase. It had four cylinder B-series motors in the 1.5-1.6 liter range; producing horsepower between 72 and 108 (Twin Cam cars), and it weighed around 2,000 lbs, depending on features. It was light and fun to drive. For many of the American MG T-series loyalists, the new look was shocking! At first they complained about the loss of the classic good looks of the earlier cars, but the MGA was a sales success and sold over 100,000 cars from 1955-1962. The new body improved top speed and with a series of changes, including slightly larger motors and even a dual overhead cam version, the “Twin Cam” car with 4-wheel disk brakes (2,111 made), the MGA was the best performing, easiest to drive car the MG car company had produced up to that time. Even a hardtop coupe version, with wind-up windows, was offered for those who wanted sporty performance, without all of the wind and rain, but most buyers still preferred the roadster version.

MGA were successfully raced when new and still raced today in the US and in other countries, but most MGAs were just sporting road cars. I drove one in high school for a year when a family friend left it to me when he went to Australia—I will never forget it! Elvis Presley drove a red MGA 1600 in his iconic 1961 *Blue Hawaii* movie. Many people remember the MGA as a fun sports car that brought the MG Company into the postwar design world and it brought the company great success. The MGA was replaced by the more modern (unit body, wind-up windows, larger motor and optional overdrive) MGB in late 1962. The MGB/BGT (1962-1980) went on to even greater success with over 500,000 sold. To many people the MGB was the last “real” MG sports car and it was the last MG model officially imported into the US.

New club member, Brett Sortor and his wife, acquired this beautiful MGA 1600 a few years ago while stationed in England. Note: the car is right hand drive (RHD). It is quite unusual since only 5,869 MGAs were sold new in England. It was the recipient of a complete frame-up restoration in England.



An original 1958 American-market brochure for the *new* MGA

PERIOD ACCESSORIES: AUTOMOBILE FLOWER BUD VASES



Etched glass bud vase



Molded glass vase in 1930 Cadillac



Etched glass bud vase

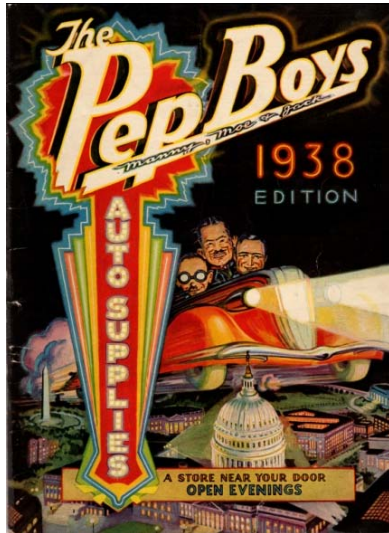
One of the more popular automobile accessories for antique sedans is the flower bud vase. This simple and elegant accessory adds a touch a class to any car. It has been reported that the first automotive flower bud vase was as early as 1897. Flower bud vases were common until the 1930s. The automobile bud vase is usually a glass vessel, sometimes hand-blown, molded glass or with etched leaded glass. It is fitted with a bracket to attach the vase to the interior of an automobile, often somewhere in the rear seat compartment area for the rear seat passengers to admire.

A nice antique bud vase is inexpensive, often a \$100 or less with a mounting bracket. It is simple to attach with two small screws. Bud vases are easy to acquire from eBay or at any mainland antique car swap meets. Today, bud vases can be found on many antique closed cars, from Model Ts to classic V16 Cadillac sedans.

In recent years, flower bud vases have made small comeback. When Volkswagen introduced the *New Beatle* in 1997, they offered a small bud vase with a suction cup for the dashboard as an option—and it became quite popular! If you own an antique sedan, and are interested in a touch of class, or you just have a fondles for flower buds, consider adding a flower bud vase to your car.

Obituary: Member Richard Johnston passed away in late April. He had been an active member of the club for the past few years. Richard had owned his 1954 Kaiser Darrin since it was nearly new and it was his everyday car for much of that time. He graciously displayed his car at the past two *First Hawaiian Auto Shows*. He worked many long hours each day and eagerly shared the story of the Kaiser Darrin with club members and the public alike. Richard was an engineer and an author. He is survived by two sons. Richard will be missed by all who knew him.

A Classic Automobile Parts Catalogue – 1938 Pep Boys



Colorful 1938 Pep Boys parts catalogue—note the spark plugs are “guaranteed for 18,000 miles”

Cars for Sale



1925 Ford Model T Roadster and 1926 Model T Coupe. Neither car is currently running, but the roadster was driven around the east end of the island a few years ago. Both cars are located in Kaneohe, near Windward Mall. Looking for good home(s). Make an offer!!! Call Alan at 398-1153.



1988 Mercedes 560 SL Convertible / Hardtop. Original paint and upholstery, new Mercedes soft top by Bob Arkus, hard top storage carrier and hard top wall mounted hoist, car covers, Blaupunkt radio and new battery. Well maintained by Nan at A-1 EuroAuto. Only 60,500 miles. Asking \$17,900 obo. Roy King 737-1991. rekinghi@aol.com

MECHANICAL SERVICES OFFERED

Club member, **Eddie Call** of *Vintage Steel* offers “**Classic & Antique Auto Service**”. In the past several years, Eddie has worked on several members’ special antique cars, including: Minerva, Stutz, two Packards and many Fords, with great success and reasonable prices. Contact Eddie at 779-9234.

FUTURE CLUB MEETINGS

July: Saturday, July 18th, (10:00AM-1:00PM) at the DeVries home at 1460 Kiukee Place, Kailua. This is a great photo opportunity! The DeVries home has an expansive lawn on Enchanted Lake in Kailua. There will be a pot luck lunch, so please bring something to share. Any questions, call Hugo at 261-2179 or Fred at 254-0392. Last year this antique car party was a very popular, please try to attend and bring your antique car if you can!

August : No activities are planned.

September: Saturday, September 19th, (10:00AM-12:30PM) at Chris and Jade DeBone’s home at 98-870 Kaahele St., Aiea. Chris and Jade will provide a light lunch. This is an opportunity to see the latest progress on Chris’ cars and there is a beautiful view of Pearl Harbor from their home. Any questions, call Chris or Jade at 352-7828 or Fred at 254-0392.

PLEASE RENEW YOUR ALOHA REGION MEMBERSHIP FOR 2015

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

2015 ALOHA REGION, AACA MEMBERSHIP

Name _____ Spouse _____

Mailing Address _____

Phone Number (s) _____ Email _____

Car(s) you own: _____

Mail this form and \$10.00 (you may pay for *more* than one year at a time: \$20 = 2 years, \$30 = 3 years, etc.) to:

“Aloha Region, 94-1142 Manino Place, Waipahu, HI 96797-4021”

(Please make check out to “Aloha Region”)

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Aloha Region, AACA
90 Aikahi Loop
Kailua, HI 96734

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