



THE SCORED JOURNAL



Neon signs in Bob Bosley's newly open private collectables museum

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PRESIDENT & EDITOR'S MESSAGE: DREAM CAR COLLECTIONS

Some might say that I spend too much time thinking about old cars. When I am bored, such as on long road trips (not driving) or flights to the mainland, I occasionally work on "My Dream Car Collections". I have various themes, such as "time periods", types of cars, or one of my favorite lists, the "Alphabet List". In this case, I pick a favorite car from any time period for every letter of the alphabet, and cost or availability is *irrelevant!!!* Below is my dream collection for today. What is *your* dream collection?

A = 1936 Auburn 851 Speedster
 B = 1935 Bugatti Type 55
 C = 1936 810 Cord Westchester
 D = 1935 Duesenberg SJ LaGrande D/C Phaeton
 E = 1958 Edsel Bermuda Station Wagon
 F = 1962 Ferrari 250 GTO
 G = 1938 Graham Model 96 *Sharknose*

H = 1924 Hispano-Suiza H6C Tulip Torpedo
 I = 1931 Invicta S-Type 4.5 Short-Chassis Tourer
 J = 1961 Jaguar E-Type DHC
 K = 1954 Kaiser-Darrin
 L = 1914 Locomobile 48 Speedster
 M = 1936 Mercedes 500K Special Roadster
 N = 1952 Nash Healey

O = 1911 Oldsmobile Limited
P = 1930 Packard 734 Speedster Runabout
Q = 1904 Queen Runabout
R = 1911 Rolls Royce 40/50 Silver Ghost
S = 1912 Stutz Bearcat
T = 1968 Toyota 2000GT

U = 1902 Union
V = 1935 Voisin C25 Aerodyne
W = 1900 White steamer
X = 1914 Xenia Model 14A
Y = 1902 Yale Model A
Z = 1908 Zimmerman Model G

RECENT ALOHA REGION EVENTS

May Meeting: The Aloha Region meeting was held at Bob Bosley's newly open private collectables museum located in his former Diamond Head Sprinkler business building. For decades Bob had been collecting interesting old things, including: antique cars, sports cars, gas pumps, toys, signs, tools, soda collectables, and much more. And now his many collections are out of storage and housed in his historic foundry building. About 35 members and friends attended the unofficial opening of the museum. Everyone marveled at the wonderful collectables, especially the beautiful classic cars and neon signs, but there is something for everyone to enjoy in Bob's collection.

The collection is displayed in a wonderfully eclectic style so everywhere you look there is something new/old and amazing to see. The older club members remembered some of these old things from their youth, while the younger members got an education on the things of the past. Bosley provided a generous lunch for everyone. In addition, a truckload of antique car books, magazines and car parts from Guy Slaughter's estate were given away to members. Bob has agreed to make available his museum for future events. The next gathering will be a **Movie Night at the Museum on Saturday, July 16 at 5:00pm**; see *Future Meetings* for details.



Bob's Cord L-29



Eddie Call's Wife & Daughter



Signs, cans and toys in rafter



Signs and Packard



The toys & pumps office



Toy trucks and Coke machine



Some members brought antique cars, including Bob deBone's Peerless' first display in town.

FEATURE CAR: 1954 SWALLOW DORETTI



Power graced by elegance

The new Swallow DORETTI is a sports car de luxe styled on the classical Italian lines and providing the utmost in comfort and elegance. The 80 brake horse power 2 lire engine gives an exceptionally high performance coupled with outstanding economy. The car is fitted with a tubular chassis of special design to ensure the maximum stability while aluminium is incorporated in the bodywork to add lightness. In the Swallow DORETTI the sporting motorist will find a car that will give him sustained power and performance for competition work, smooth comfortable driving for fast touring, plus the highest grade exterior and interior finish, including first quality hide upholstery, thick carpeting and leather covered sponge rubber mouldings.

Swallow Dorretti
Britain's new luxury sports car



The interior of the car is luxuriously fitted with leather covered sponge rubber moulding, fine quality hide upholstery and thick carpeting.



Price £775 (in S.U. £7, £124 17s. 6d.)
For name of nearest Distributor please write to:
THE SWALLOW COACHBUILDING CO. (1953) LTD.,
The Abney, Woking, Staff. (Woking 4533).

...new to America!



DORETTI

...the most beautiful sports car ever built in England. The only sports car in the world that has been designed and built to meet the exacting requirements of the American motorist.

Price \$1,250 (in U.S. \$12,500) (in U.S. \$12,500) (in U.S. \$12,500)

Period magazine advertisements for the Swallow Dorretti

The name *Dorretti*—it sounds Italian, like Ferrari, but it is not! It is a rare British sports car, with an invented exotic name coined by an American woman, and a short history. Although only 276 Swallow Dorretti sports cars were produced, one has been hiding in Hawaii for over fifty years, and it was recently acquired by one of our members. So before you see it, you might want to know a little about the Swallow Dorretti (1954-5).

The first postwar sports car was the beautiful little MG TC (1945-49). It was essentially a prewar design, but it was the only sports car available after the war, and due to its sporting durability and good looks, it dominated sports car racing and popular sports car culture for a few years. The new Jaguar XK120 (1948-54) shocked the world with its beauty and exotic car performance—all for a reasonable price. The MG Car Company then brought out the MG TD (1950-53) and it addressed some of the outdated technical features with the TC. The Triumph TR2 (1953-55) and the Austin-Healey 100 (1953-56) brought more modern sport car performance to the lower-middle price range. Even General Motors got into the sports car movement with the original Corvette in 1953. Other major and minor manufacturers quickly jumped into sports car production, with various degrees of success.

Into this dynamic postwar sports car marketplace came the Swallow Dorretti. Amazingly, two Americans helped to create the Swallow Dorretti. Dorothy Deen (1922-2007), who along with her father Arthur Anderson, both bought English sports cars, Dorothy a MG TD and her father bought two Morgans. Seeing an opportunity to open up a small automotive accessory company, they started *Cal Specialties* in Southern California. The company was later divided into three companies: *Cal Specialties* (accessories), and *Cal Sales* and *Cal Service*, when they started selling and servicing Triumph sports cars. The name Dorretti was created by Dorothy by taking the first part of her name “Dor” and adding an Italian-sounding “etti” to make *Dorretti*. The name was first used to promote a stylish line of auto

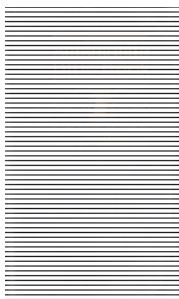
accessories for *Cal Specialties*. Dorothy and her father later went to England, and since Arthur had a business relationship with Eric Sanders of *Tube Investments* and Triumph, it was decided to jump into sports car production, with a car of their concept and using the Triumph TR2 driveline.

The Swallow Doretti was actually built by the Swallow Coachbuilding Company (est. 1935),. This where it gets complicated: Swallow Coachbuilding was a subsidiary the Tube Investments Group. Before the war, the Swallow Company built motorcycle sidecars and later sporting cars under the name "SS Cars Ltd.", including the outstanding SS100 *Jaguar* sports car (1936-40). After the war SS Cars Ltd. changed its name to "Jaguar Cars Ltd." because the letters "SS" reminded people too much of the hated German SS, and Swallow Coachbuilding division was sold off.

Back to the Swallow Doretti, the car had a steel tube frame and an attractive aluminum all-enveloping body, designed by Frank Rainbow, resembling a Ferrari Barchetta. Many of the components were either Triumph or typically British, such a Lucas electrics. The Doretti had the TR2, two liter motor and a 100mph top speed. Unfortunately it cost much more than the same-motored Triumph TR2, and performance was perhaps a bit slower due to it higher weight, so sales were slow. But what really killed the Doretti was more internal business politics back in England. It has been alleged that Jaguar Cars, resenting the new competition the Doretti posed in the Jaguar price range, pressured the parent company, Tube Investments, to stop making the Doretti. Apparently, companies under the Tube Investments Group were supplying parts to Jaguar and Tube Investments feared a loss of the those profitable large contracts, so the little Doretti was killed off almost as soon as it began.

The Swallow Doretti had a brief period of excitement with Southern California displays and a few were raced, but it all ended quickly and the car was largely forgotten. Some consider Doretti simply a special bodied Triumph, like the Triumph *Italia*, but the Doretti is really its own car. Today Swallow Dorettis are gaining respect due to their good looks and rarity. And Dorothy Deen and her father did well anyway, their Cal Sales eventually sold 13,000 Triumph cars before losing the franchise to the parent company. The Swallow Doretti recently acquired by a club member has been in Hawaii since the mid-1950s--and has spent the last 30+ years parked in the Aiea garage of its second owner. The car is mostly original, but it needs some love to get it back on the road. Hopefully we will see it soon! Now you know a little something about the rare, and largely forgotten, Swallow Doretti.

PERIOD ACCESSORIES: THE OFFICIAL AUTOMOBILE BLUE BOOK



1920 Blue Book



A substantial *little* travel book



Instruction on how to use book

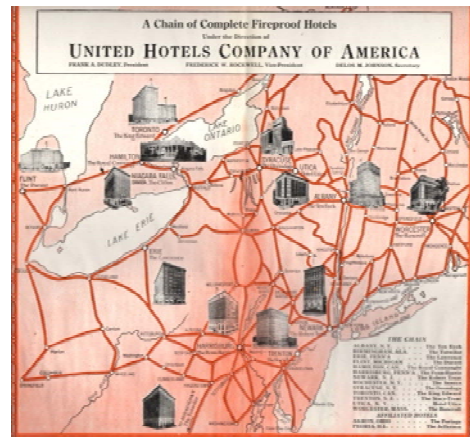
Not all automotive accessories are something you mount on your car, some you carry with you. Just as few of us would drive without a cell phone today, nearly a hundred years ago, the *Official Automobile Blue Book* (1901-1929) was an essential accessory for the adventurous early motorist. The *Official Automobile Blue Book* was the most successful of the early American automobile travel books. Each *Blue Book* was 9" x 4" and at least two inches thick! The *Blue Book* included directions, maps, hotels, places

of interest and many advertisements. All of this information was arranged by the route—the way a driver experiences touring. These books simply followed the local roads and gave directions and advise as needed. These books were the most comprehensive travel guides of the period.

I have a copy of the 1920 Blue Book, Vol. 3, which covers the routes that go through the New York state area. It is in poor condition on the outside, but inside it is an amazing collection of old maps, including a large fold-out map of New York, several pages of color ads for towns, hotels, restaurants, automobile services, places of interest, and directions on how to get there. Every few page there are small black & white maps, local directions, and many ads. There are also single-color and multi-color large ads for destinations, automobile services and products. I was surprised to see both the depth of travel information and the color pictures, all in a relatively inexpensive travel book. I can see why the *Official Automobile Blue Book* became so popular a hundred year ago.



Blue Book includes large fold-out map



Single-color hotel chain ad

Each Blue Books gave practical guidance on everything, including: what to take, how to get there, and what to do once there. In time before there were many accurate road maps, there was a near complete lack of travel information about roads, towns and points of interest. The Blue Books filled that void and became the essential guide to driving around America. In addition, these books greatly promoted the automobile and businesses which catered to the drivers. One can only imagine how important it was for a local business (restaurant, hotel, garage, etc.) to be favorably listed in such a popular guide book. The *Blue Books* helped to create the great American tradition of “Road Trips”.

My mother never forgot her family’s mid-1930s road trip on Route 66 from near Chicago to the beach in Los Angles. Her father started taking long road trips in the 1920s and I would like to think that he used my *Blue Book* to guide him around the New York area.



The 1920 Blue Book also included several color ads for travel destinations and related publications

The *Official Automobile Blue Book* was printed for nearly three decades and many are still available at antique stores, automobile swap meets and eBay (several currently listed for \$10-200, but most are only \$25!). If you are interested in early automobile touring and/or all of the support businesses, I highly recommend picking one up an *Official Blue Book* for a detailed glimpse into the early days of the automobile touring. These books were as essential to the early motorist as a cell phone is to us today—it is hard to imagine!

VISITING CUBA: THE LAND OF ANTIQUE AUTOMOBILES

As everyone knows, the 1960 U.S. trade embargo left Cuba without a source for American cars, along with other consumer goods and nearly all of the American tourist cash for the economy. Since the recent lifting of the travel ban, many Americans have flocked to the beautiful island of Cuba. In addition to the history and natural beauty of Cuba, one of the side attractions is the pre-1960 American cars still in daily use. It is amazing how the Cubans have kept these old cars running without access to the correct replacement parts. A whole cottage industry has developed around keeping old cars in service by any means necessary. All types of *creative* measures were developed to modify and repair the cars--and even the fix broken parts. At a distance the cars look good, but close-up each car tells a story of inventive pragmatism. Some antique car clubs have already organized tours to Cuba, with an emphasis on the seeing the old cars before they are replaced with ubiquitous moderns. Several of our local club members have already visited Cuba or plan to before the year is over. The first member to share pictures with me was Bob Lofquist, a former Senior Analyst with the U.S. Department of Commerce. Here are some of Bob's photos and comments about his Cuba trip:



Some of the old cars are now used for tourist rides and others are still in daily use.

“American Automobiles. Old American cars may represent up to a third of all Cuban private vehicles. This is especially true in Havana, where these cars have found a practical home. Covering the period 1920-1960, Cubans vastly preferred U.S. automobiles to those of any other country. By far the dominant company, General Motors — and particularly, Chevrolet — sold about half of all cars owned in Cuba. Ford and Chrysler had little automobile presence in Cuba, with even GM’S Buicks, Pontiacs and Oldsmobiles outselling all other brands. Ford’s focus may perhaps have been on agricultural machinery, but if so it’s products have long disappeared.

Currently, with the U.S. permitting more travel to Cuba, Cubans owning American cars with convertible tops are ecstatic. Painted and repainted, *bondexed* to the hilt, its owners cruise Havana’s public squares, tops down, seeking out tourists who — for \$5 per head — would love to travel back in time. Most cars in Cuba are privately owned, passed down from generation to generation. Spare parts on the island are hard to come by, so families returning to visit the island are weighted down with starter motors, alternators, and anything else that can keep the relative’s car on the road. For many owners, the key to success is to replace the aging gasoline engine with an aging diesel: gas and diesel prices are about the same, but the fewer moving parts and longer life make diesels the engine of choice.

Foreign Automobiles. The job of filling Cuba’s private transportation gap after 1960 fell to the Soviet Union. About two-thirds of all automobiles now on Cuba’s roads are either Ladas or Russian produced Fiats, coming out of the Togliatti plant located in Tolyatti. Cuban’s have a term for owners of Russian cars: they call them “believers”. This is because such owners “believe” they have a real car. Due to their unreliability and poor construction, Russian cars don’t get the bondex treatment. They’re simply allowed to deteriorate.

One see’s other car makers products on Havana’s streets, but don’t be misled. Low-end Hyundais, Peugeot, Kias, and Nissans found in Cuba are probably manufactured under contract in Russia and sold in Cuba at rock bottom prices. Russia’s influence in Cuba is on the wane, replaced by China. All car rental agencies in Cuba renting new cars feature only Geelys, with a few four door MG’s thrown in (the MG’s look similar to the VW Jetta).”

The future looks a little brighter for the Cuban people, as Americans flock to the island, but there is little hope of a complete end to the embargo in the near future. Change will be slower than the Cubans wish. I’m sure that most Cubans would love to have the cash to replace their antique American daily drivers with something new, but for tourists, these automotive anachronisms are now part of the charm of the country. If you are so inclined, visit Cuba before the old American cars are merely a quaint tourist attraction.

REMEMBERING GUY SLAUGHTER



Guy Slaughter (1918-2016), wife Betty (?), and his 1930 Packard 734 Speedster Phaeton c.1946

It is with great sadness that I report that Guy Slaughter (97) has passed away. Guy was a founding member of the Aloha Region in 1977. According to his son, Tom, he was also involved in the founding of the Sport Car Club of America (SCCA) in the late 1940s. Guy was locally known for his kindness and for his 1930 Packard 734 Speedster Phaeton and his 1929 Bentley; both of which he regularly drove around Honolulu.

Guy Warren Slaughter was born in Brooklyn, NY in 1918. He was educated at MIT as a Naval architect and served in the US Navy during and after WW2. Guy was actually stationed at Pearl Harbor on December 7, 1941, and that morning he drove (a Packard phaeton--of course) onto the base during the infamous attack. After the war he was stationed in Washington, D.C. While driving a standard Packard Phaeton around the D.C. area, a Packard Speedster Phaeton drove by him. Guy chased the man down and learned that the car was a *rare* Packard Speedster model. Guy had never seen a Speedster model before, but he had to have one. He soon learned of a Speedster Phaeton for sale and bought it—a car that he would keep for over fifty years!

When he was later stationed back at Pearl Harbor in the late 1940s, he drove his family (wife Betty and kids) across the country, from D.C. to California, in his 1930 Packard Speedster Phaeton. His son Tom remembered hiding under the rear cover to stay out of the weather during the long drive. Guy personally restored the car in the 1960s and later displayed it at the prestigious Pebble Beach Concours d'Elegance. The car appeared in several TV shows, including being Tom Selleck's Magnum P.I. character's car in a retrospective episode about the early 1930s in Hawaii. Guy and the Packard also appeared in a Subaru commercial, where Guy said, "When not driving my classic Packard, I drive a Subaru!" (I do not remember him ever owning a Subaru, so club members kindly teased him about his *Subaru*). Guy eventually became one of the world's experts on the Packard Speedster cars—he was quoted in several books and articles on Packard Speedsters. He (sadly) sold his beloved Packard 734 Speedster Phaeton at the Packard 100th Anniversary in 1999.

I fondly remember Guy Slaughter. He usually wore blue pants and red socks, just like the custom paint colors on his Packard. I was very impressed by him, with his full head of silver hair, stylish attire and a general air of authority, almost like a personable, well-educated old ship's captain. When I first started attending club events in 1980, Guy was the only "old" member to talk to me like a "real person". I was still a teenager and most of the club members had no interest in talking to "the kid". Guy was always friendly and very supportive of everyone, including me. I clearly remember how he talked to me about my 1966 Austin-Healey 3000, even though it was not yet an antique car. Guy had bought a new MG TD in the early 1950s, so he was especially pleased when I bought my first (of four) MG TC in the late 1980s. Guy even nominated me to be the club's president when I was 23 and I served my first term then.

Guy was a good friend to all and a very important part of the Aloha Region for many decades. He had an amazing memory and a priceless wealth of knowledge about antique automobiles, especially Packards. He personally knew many of the leading figures in the car world, including F1 World Champion, Phil Hill. I always enjoyed his stories, I only wish I had heard more. Guy will be missed by all who knew him. He is survived by his wife, Betty, and son Tom (also a car guy) and two daughters.

Automobiles For Sale



1940 Ford Deluxe Convertible: Full body off restoration, all steel. Totally stock exterior, 1,900 miles since restoration. Chevy 350/350, Nova rear. 4V Edelbrock 650 CFM carb. Chassis Engineering Conversion kits used throughout, original front suspension, dual exhaust. Near original color base/clear PPG paint. Perfect LeBarron Boney original design vinyl interior speakers. New bumpers and chrome. Fully titled, registered, and safety checked. Car located in Kailua, Hawaii. Carefully designed to be an original looking comfortable driver. A 16 year-old restoration, some slight paint bubbling. Contact Chuck Prentiss, 263-6121 or prentissc001@hawaii.rr.com

MECHANICAL SERVICES OFFERED

Club member, **Eddie Call**, owner of *Vintage Steel*, offers “**Classic & Antique Auto Service**”. In the past several years, Eddie has worked on many local antique cars, including Cord, Cadillac, Minerva, Packard Stutz and many, many antique Fords. Owners report great satisfaction and very reasonable prices. Eddie can come to your house to work on your car. Call Eddie at **779-9234**.

FUTURE CLUB MEETINGS

JULY MEETING: Saturday, July 16th (NOTE different time: 5:00-9:00PM). Bob Bosley will host our *first evening* meeting/Movie Night party in decades at his Collectable Museum, located at his old Diamond Head Sprinklers shop at 899 Waimanu St, Honolulu. The plan is to watch antique car DVDs and share a potluck dinner. Please bring your favorite car DVD, folding chair and some food to share, if you can, if not just show up and enjoy the evening. (If you have an extra flat screen TV, DVD player, and folding chairs, bring them too.)

AUGUST MEETING: Saturday, August 20th (10:00AM-1:00PM). The deVries Family will host a potluck lunch at their beautiful lakefront house in Kailua, located at 1460 Kukee Place, Kailua. Normally we skip August, but the deVries family offered to host—thanks! This will be a potluck event, so *please bring your antique car and some food* dish of your choice, if not, just show up and enjoy the event.

SEPTEMBER MEETING: Saturday, September 17th (10:00AM-1:00PM). Fred Weisberger will host a car party at his home at 90 Aikahi Loop, Kailua. The host will provide lunch and drinks. There will be good car talk and possibly an antique car tour around the area. If you can, please bring an antique car.

(If you have not already done it)

PLEASE RENEW YOUR ALOHA REGION MEMBERSHIP FOR 2016

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

2016 ALOHA REGION, AACA MEMBERSHIP

Name _____ Spouse _____

Mailing Address _____

Phone Number(s) _____ Email _____

Antique car(s) you own: _____

Fill out this form and send \$10.00(you may pay for *more* than one year at a time: \$20 = 2 years, \$30 = 3 years).
Mail this form and check to "*Aloha Region, 94-1142 Manino Place, Waipahu, HI 96797-4021*"
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