

THE SCORED JOURNAL



Some of the cars at the August Old Car Party at the deVries home in Kailua.

2016 Aloha Region Officers

President & Editor: Fred Weisberger	254-0392
Vice President: Barry Mumper	261-4090
Treasurer: Glen Houlton	676-7266
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RECENT ALOHA REGION EVENTS

July Meeting: Bob Bosley hosted a potluck “movie night” at his Collectables Museum. About twenty-five members and friends attended. This was the first night event for the club in nearly three decades. Everyone enjoyed seeing the collection again and watching old car videos. Stephen O’Harrow, an early member of the club, returned to give away some of his old car books and magazines. Many people found “treasures” in the boxes of books. Mahalo, Bob and Stephen.

August Meeting: The de Vries family hosted their *3rd Annual Old Car Party* at their beautiful Enchanted Lake home. About 15 cars and 25 members and guests attended. There was a wide variety of cars and interesting car talk. The weather was perfect and everyone enjoyed the potluck lunch.



Two MG TCs



Car talk and lunch



1930 Cadillac and 1950 Packard



Mercedes Benz and Model A



Austin-Healey 3000



Jaguar 140 FHC

September Meeting: The Weisberger Family hosted a garage party at their home in Kailua. The weather was hot and humid, and the sky looked very threatening, but it never actually rained. About 25 members and friends attended the event and there were seven antique cars braved the weather. In spite of the heat, everyone seemed to enjoy good car conversations, food and free magazines.



PRESIDENT & EDITOR'S THOUGHTS

Thanks to everyone for this past year. Making this club a success is a group effort. Paying dues and participating in club events are the basics, but it also requires that some members host events and do other things. For example, Glen Houlton has been the Treasurer for at least 15 years. A big MAHALO to Glen!!! I also would like to thank all of the members who hosted an event this year and those who participated. If you would like to host an event in 2017, please contact me with your ideas.

The newsletter also takes work and it is wonderful when members send in articles. Recently two members submitted several articles, thanks Bill and Chuck. You can write about many topics: your car, favorite car, automobile history, car trip, car event on the mainland, museum tour, car book review. It helps if you include pictures too. Send me what you have and I will try to make it work. Due to space limitations and postage, it is best if each article is one to two pages, but they can be longer, if needed.

Note: Next year is the club's 40th Anniversary, let's make it a great one! *Mahalo* to everyone.

"The One That Got Away!"

If only I had a time machine! All antique car collectors have a story (or many stories) about the great car(s) that got away. These are the cars that they should have bought in the past, but didn't. Usually it was an amazing or even a world-class car available for an increadably low price. I remember Harley Neff telling me (several times actually) about the 1930 Dusenbergs Model J Roadster he could have bought in California for \$2,000. It was in 1946 or so, and he did not have anything near two grand to spend on anything, nevertheless, it was, in hindsight, "the deal of a lifetime"—and he never forgot it.

Since we can't actually go back in time (yet) and buy these amazing cars for cheap, but we can look at period magazines and just *imagine*. When I find an old (1950s-1970s) antique car magazine or club newsletter, I first go to the back and check out all of the classified ads. Recently I found a nice old newsletter. Mixed in with Guy Slaughter's book collection, which was donated to club members, I found the November 1966 issue of "Bulletin" from the *Classic Car Club of America* (CCCA). It was only 18 pages of loose papers stapled together, and with very few articles, but it did have many pages of "full classic" cars offered for sale. By today's standards, the cars were offered at amazingly low prices. I have included some of the classified ads for your *fantasy* enjoyment:

1939 DELAHAYE convertible coupe, very low and sporty. Pontoon fenders, slight fin down the trunk lid, excellent condition throughout. New top and carpeting. Triple Solex carburetors and Cotal gearbox give fantastic performance. \$2,800.

1928 Lagonda 2 liter Speed tourer. Original and fine. 4 cyl, dual overhead cam. 3 door body. \$1,350.

1935 Mercedes-Benz 500K Special Sports Roadster. Excellent running order, properly timed, tuned, etc. 6 new tires and tubes. Clean and solid, \$7,200.

1937 Cord front wheel drive model 812 Beverly Sedan. 76,000 miles original. Absolutely original condition in every respect. 1500 miles on overhauled engine, 3500 miles on rebuilt transmission. \$2,200.

1930 Lincoln Double Cowl Phaeton. Locke body. Excellent condition. 44,500 miles. \$7,500.

1935 Auburn Supercharged Convertible Sedan. Restored. \$4,500

1930 Lincoln V8 limousine, original and good running. \$2,000.

1932 Cadillac V-12 Convertible Coupe, with rumble seat. Powerful, fast. Good dependable car. \$4,500

1931 Rolls Royce P11 Town Car. 7 passenger with open chauffeur compartment and sliding sunroof for the rear. Hooper body. Mechanically excellent. \$3,600.

1938 Tabolt Lago, Drophead Coupe. Excellent condition throughout. Very low and rakish. Pontoon fenders, lowered hood and continental spare. New top recently installed. \$2,500.

1937 Lincoln 12 cylinder K Brunn Touring Cabriolet. Excellent Brewster green paint. Motor completely rebuilt. Good chrome. 10 miles per gal. Weighs 6,300 lbs. \$4,000.

If you had \$10,000 (1966 dollars) to spend, which car(s) would you buy? It is fun (and frustrating) to imagine... If you are so inclined, look up today's prices for these cars—one of them is worth in the \$10+ million range! These are only a few of the fabulous deals that were available a mere 50 years ago. I think that I need to start building that Time Machine. Enjoy the fantasy!

PERIOD ACCESSORIES: 1930 MODEL PACKARD "APPROVED ACCESSORIES" BOOK



“Packard Approved Accessory” catalogue Rear and side trunks Exhaust manifold heater systems

Perhaps one should avoid excess in life. In 1926, William “Bill” Harrah’s father bought him his first car, a 1926 Chevrolet roadster. At the time, Bill was a freshman at Hollywood High School in LA. Right away the young man began adding popular accessories to his new car—he especially liked horns and lights. According to the book, *Harrah’s Automobile Collection* (1985), when Bill was done accessorizing his car he had eleven horns, including ah-oog-ah and Spartan musical horns, and an amazing 26 lights on the car!

Many people love antique car accessories, but one might say that young Billy Harrah went a bit too far. It is fun to customize one's car with accessories, my 1930 Cadillac and 1949 MG have many period accessories, but as Packard Motor Car Company concluded, accessorizing should be done with some taste. In the late 1920s and early 1930s, Packard published a list of "Packard Approved Accessories." I have a reprint of the November 1929 edition, for the 1930 model cars. Under the beautiful illustration of a Packard Phaeton (above left), it states: "The distinctive appearance of the Packard Phaeton is so pleasing that one does realize that the result is largely due to the careful choice of Packard accessories." Packard felt that accessories should be added with restraint. To that end, many "Packard Approved Accessories" are listed in this paperback booklet. In this time period, automobile trunks were a popular and useful accessory. It is interesting to note that there were not just rear trunks available, but also at least two running board (side) trunks (photo above center). The "Packard Approved Accessories" list is long, included lights, horns, heaters (above right), lap robes, dual-windshields, mirrors, cleaners and more. And if one lacked sufficient Packard-level "taste", one could always add some of the countless *un-approved* automotive accessories to their beautiful Packard.

Many collectors have been tempted to add many period accessories to their antique cars (I have at least *seven* on my 1930 Cadillac!), but few have gone as far as young Mr. Harrah did with his new Chevrolet in 1926. Eventually Billy Harrah grew up and made a large fortune with hotels/casinos. In the 1950s he began collecting antique cars, instead of just accessories. Eventually he had more than one thousand cars, including a small fleet of Duesenberg's and many Bugatti's. It has often been said that the Harrah Car Collection was the world's largest and greatest car collection and it will never be repeated. Young Billy Harrah may have lacked automotive "good taste", but his later car collecting was second to none. It is also nice know that Packard was concerned about their owners demonstrating good taste while adding accessories on their fine cars.

THE VINTAGE TRANSPORTATION EXTRAVAGANZA & THE FEATURE CAR: 1960 MIRKUS

By Chuck Brock



If you are ever in the Midwest on the first Sunday of August, you may want to stop by Union, Illinois. Union is a small farm town in northern Illinois that is home to the *Northern Illinois Rail Museum*. On the first Sunday of August the railway museum opens its grounds to all vintage transportation vehicles for a great show. This year there were vintage cars, trucks, busses, motorcycles and military vehicles on display. Anyone bringing a vehicle to the show receives a free pass to all railway museum activities for the day.

Probably the most interesting and rare car displayed was the 1960 Mikrus (pronounced mekrus). It is a 2-cylinder 2-stroke 300cc microcar that was made in 1960 in Poland. At this time Poland was under control of the Soviet Union. The Soviet Union promoted its own microcar called Zaporozhets, so production of the Mikrus was cut off in Poland. From late 1958 to 1960 only 1728 Mikrus cars were produced privately and few survived the Soviets. The Mikrus was designed to provide simple and inexpensive transportation for a family of two adults and two children. It was small, remarkably durable, and high quality because materials used were of airline grade and tolerances. This car was built in Poland in the town of Mielec at WSK (Wytownia Sprzetu Komunikacyjnego) which translates to Transport Equipment Plant. This is the only one known to exist in North America. A bit of trivia: The German Goggomobile was a concept car to make the Mikrus.



1960 Mikrus microcar

1960 Mikrus Technical Information:

Engine: MI-10A, 300cc, 18.3 c.i., 2-stroke air cooled, 2 cylinder, rear mounted

Power: 14.8 hp @ 5,000 rpm

Trans: 4 forward gears, 1 reverse, unsynchronized

Fuel: 1:20 oil/gas mix

Fuel tank: 5 gallons

MPG: 60

Electrical: 12 volt

Weight: 800 pounds, Max Speed: 55 mph

JUST A GLIMPSE OF IT – CAR QUIZ

By Chuck Brock

Just a glimpse of it... Did you ever just get a glimpse of an old vehicle and wonder what it was? Well here's your chance to give it a try. From the small glimpse of the vehicle shown in each picture can you identify the make and year? (Answers at the end)



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

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Year _____

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Year _____

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Year _____

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Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____



Year _____

Make _____

Just A Glimpse of It (answer key)

Top Row:

1. 1936 Nash, 2. 1946 Hudson, 3. 1955 Nash, 4. 1948 Hudson

Second Row:

5. 1958 Packard, 6. 1963 Studebaker Wagoneire, 7. 1948 Studebaker, 8. 1936 Packard

Third Row:

9. 1959 Chrysler, 10. 1935 Plymouth, 11. 1955 Dodge, 12. 1957 Chrysler

Bottom Row:

13. 1966 Chrysler Valiant/Barracuda, 14. 1959 Edsel, 15. 1955 Lincoln Capri,
16. 1949 International Harvester

Automobiles & Automobilia For Sale

1967 Chevrolet Nova, 2 Dr, six cylinder, automatic, 1 owner since new. Car located in Wahiawa. If interested, call Rich at 361-442-4041 or 727-514-0480

1966 Karminn Ghia Convertible, Arizona Car, restored. Car located in Kailua. If interested, email Rene at swimon21@gmail.com

1958 Vendo 110 Coke Machine. Fully restored, like new, and runs well. Located in Kailua. \$4,500/offer. If interested, call Brian at 780-1079

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, Studebaker and many, many antique Fords. Owners report great satisfaction and very reasonable prices. Eddie can even come to your house to work on your car. Call Eddie at **779-9234**.

Remembering M.G. Lewis

I am sorry to announce the passing of M.G. Lewis. I was shocked to hear that MG Lewis had suddenly passed away in August while on a mainland vacation. M.G. was very active in the British Car Club and the Sports Car club of America. He was one of the early supporters of SCCA Solo sports car races in Hawaii. He had owned and raced many interesting cars over the years. He was restoring an MG TF and hoped to have it completed in the next year. I casually knew M.G. for several years through the British Car Club. He later joined our club and attended several events. He was very friendly and a big supporter of our display at the *1st Hawaiian Auto Show* and most years he "worked" the show for many, many hours. M.G. Lewis will be deeply missed by all who knew him.



M.G. Lewis talking antique cars at the *1st Hawaiian Auto Show*

FUTURE CLUB MEETINGS

October: no meeting planned

November: **Saturday, November 19th, (10:00AM-1:00PM) at the historic Morgan Estate located at 2043 Alihilani Place, Honolulu.** The Morgan family is hosting this wonderful party again. This is the “Big One” for the club, with a great location and a host provided lunch. Bring your antique car, if you can. Any questions, call Fred at 254-0392.

December: no meeting planned

Editor's Corrections:

The last newsletter's excellent article on Cuba and their old cars had the author misidentified. The article was kindly submitted by member, William or Bill (but not “Bob”) Lofquist. Sorry, Bill.



*Please Note: It is time to renew for 2017(—and beyond?)

PLEASE RENEW YOUR ALOHA REGION MEMBERSHIP FOR 2017

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

2017 ALOHA REGION, AACA MEMBERSHIP

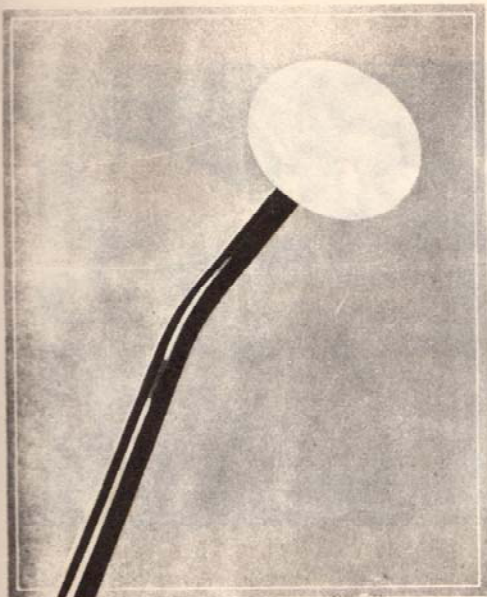
Name _____ Spouse _____

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*”
(Please make check out to “Aloha Region”)

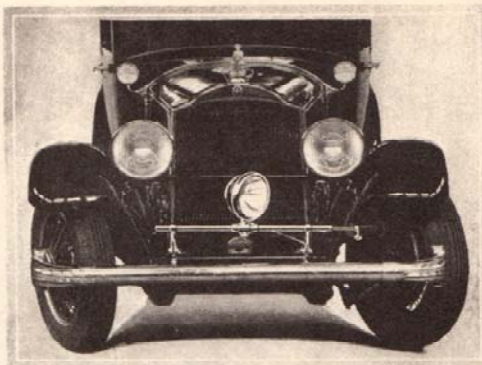


Catalin Hand Ball

THIS gear-shift-lever ball is of the same material, and matches exactly the handles of the instruments on the dash. It, with the CATALIN HORN BUTTON, completes the ensemble of the front compartment.

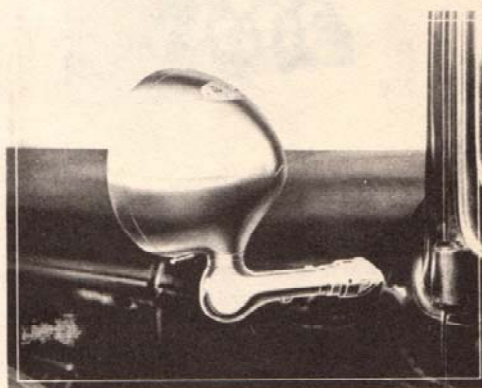
Packard-Lorraine Driving Light

CONVENIENTLY and easily controlled from within the car, its action is quick and positive. The head is rotatable to any point in a sphere, giving vision in any direction. Its position, no matter where placed, remains fixed, even over the roughest road. Its bright, concentrated beam clearly illuminates the road sufficiently far ahead to permit driving in greater safety and comfort.



Packard Pilot-Ray Lamp

ENABLES YOU to see around a turn before you make it. Automatically turns ahead of the wheels, its broad, concentrated beam searching out dangers due to dark spots. Its low mounting allows it to pierce fog where it is thinnest, with less reflected glare. It does not annoy approaching drivers. It will add to your pleasure of night driving, as it insures greater safety and lessened nerve strain.



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