

# Messenger

Volume 14, Issue 2

"EDUCATION IS OUR PURPOSE"

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April—June, 2016

## SPEEDSTER PROGRAM SEVEN YEARS STRONG



Mentor Don Petersen works with two students from the program on the seats for this year's Speedster.



Always on the lookout for the next generation of Speedster students, Don shows off Speedster #1 at the Northwest Ag Show in January.

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The Speedster Program is now in its seventh year and going strong. Museum members mentor high school boys and girls to build Model T Ford speedsters from scratch. We have now built four speedsters and have branched out to work on a Model A Ford roadster and a Model T Ford roadster pickup. A new addition will be a 1928 Chevrolet coupe that will require woodwork, a new challenge from the norm. The students are under the supervision of a Salem public schools teacher and Museum shop mentor. They learn how to work with a variety of tools on many aspects of building a running vehicle. They also learn shop etiquette and people skills to prepare them for additional education and job opportunities.

## Construction Update: If We Build It, They Will Come

By Doug Nelson, Chairman of the Board

**A**s of this writing the current work on the shell of our new building is temporarily on hold, awaiting the arrival of the glass window frames. When the frames are installed, the brick work will continue.

During this waiting period, your building committee is seeking bids to complete the interior. These bids are for framing, drywall, wiring, plumbing, heating, elevator system, fire sprinkler system, and floor coverings (to name most but not all). We will be seeking grants for most of these items; however, there are several areas in which our members can help bridge the gap between hoped-for grants and actual out-of-pocket costs. Individual members and friends of the Museum might purchase a component such as a bathroom fixture. A toilet will run around \$130. We need eight of these. Drywall cost \$10.75 a sheet, and we need over 400 sheets! The point being that together and jointly we can raise the necessary funds to finish the job. Remember, any contributions are tax-deductible. Consult your tax advisor. Together with the help of the J R Murdock Trust and some generous

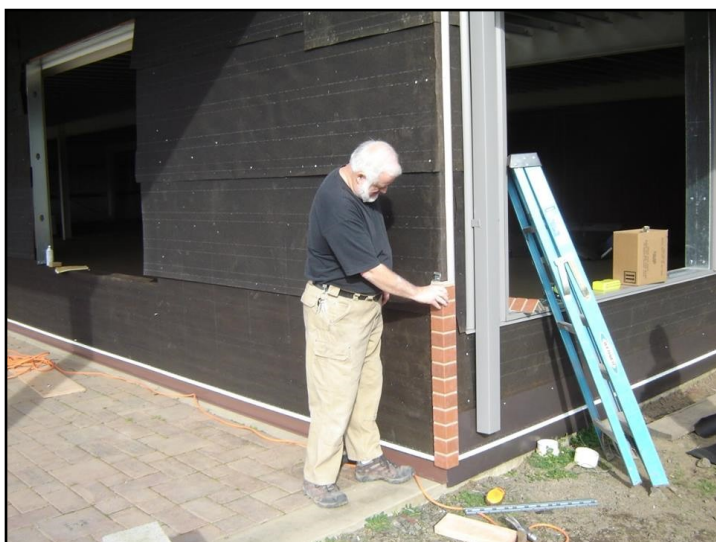
donors we are building something we can all be proud of and without any debt.

The following are ways you can help:

1. Purchase a paver stone for yourself, a friend, or relative. We have 700 available at \$ 125. and \$250.
  2. Make a donation of a vehicle or something of value that the Museum can resell.
  3. Make a cash donation.
  4. Purchase a component of the building.
  5. Make a donation to the Oregon Cultural Trust and to the Museum of \$500 to \$1,000 and receive a tax credit on your State of Oregon taxes and a federal tax deduction. Consult your tax advisor.
  6. Volunteer your labor during construction, see building committee for work needed.
  7. Refer qualified tradesmen or outside donors to help.
- The stair donation and glass donation are examples of this that have helped greatly.

Lets all pull together and complete the building in the next 12 months!

Donors to this effort, along with those who have already given, will receive special recognition in the new addition. When the building is finished there will be many opportunities to generate income to further our mission and enjoy the fruits of our labor and donations. Thank you all for your help and support!



Above: Gary LeMaster holds up a corner piece to envision the finished product.



Right: A worker from Unlimited Exteriors applies a panel of brick façade to the new building.



## Letter From the President

By Tom Ruttan

Spring is upon us and this means we are looking forward to another busy and eventful season at your Museum. The grass is growing on Chandler Field (and Gary LeMaster could use some more volunteers to help cut the grass) and the Museum grounds will host many activities soon. Our annual member appreciation potluck will be held on Saturday, April 16, so make sure you put it on your calendar and come out to see what is happening at your Museum. The Display Committee is deep in the planning process for this summer's vintage vehicle and memorabilia display. It will be a great summer display so stay tuned for more information as the plans firm up. I am looking forward to this year's Rendezvous on June 25 and, of course, The Steam-up in July and August. Remember that members (and prospective members) are always invited to the Museum Board meeting on the third Wednesday of every month. Take a look in this issue for more details on these events.

If you haven't seen the progress on the new addition to the Display Building, please come out and take a look. Gary LeMaster, Doug Nelson and the crew of volunteers have been hard at work coordinating the work of the contractors, managing the procurement of building materials and getting their hands dirty doing whatever is needed to keep the ball rolling. The latest focus is getting the window frames installed so the brick siding can be installed on the front part of the building. Once that is done it won't



be long before the addition will be made weather tight.

Lastly, we have been very fortunate to receive a very significant donation to The Fern Hellie Library. Dave Hansen of Langlitz Leathers has donated his life-long collection of vintage motorcycle and car books, magazines, literature and memorabilia to our Museum. More details on this can be found in this issue.

All the best,  
Tom Ruttan

## Please Join Us! Member Appreciation Potluck April 16

**T**he Museum will be holding its annual **member appreciation potluck luncheon** on Saturday, April 16, from 11:30 to 2:30. Lunch will be at noon. Presentations begin at 1:00.

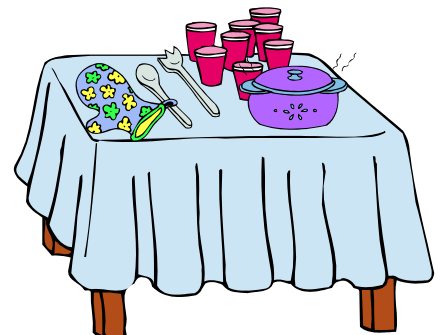
We will furnish beverages, tables and chairs. Please bring your own plates and utensils. Potluck assignments are below. Please bring enough for at least 8 people.

**Last name A - G:** Dessert

**Last name H - P:** Salad or side dish

**Last name Q - Z:** Main dish

We encourage you to bring your family, drive a vintage vehicle or wear period clothing, though it is certainly not a requirement.



## Summer Display Sneak Peek: 1951 Chevy

By Doug Delano



Buzz Peterson (kneeling) explains some of the finer points of his 1951 Chevrolet show car to Doug Delano, Museum member. Doug now owns the car and will display it this summer at our Museum.

This 1951 Chevy was bought by Buzz Petersen's parents. The car was given to Buzz at age 16 in 1955. In 1956, I met Buzz at the organizational meeting and formation of The Multnomah Hot Rod Council. It was formed with the help of Mayor Terry Schunk. At that time Dee Wescott was President of the new Hot Rod Council. Buzz Petersen was a member of the Cam Snappers and I was a member of the Head Hunters. In 1956 through 1957, Dee Wescott was doing work on the '51 Chevy. Buzz left Portland to serve his time in the army and Dee Wescott showed Buzz's car at the 2nd annual Roadster Show in 1957. In between 1958 and 1960 Wescott re-painted the car a Blue Pearl paint, installed the 1957 Chev 283 cubic inch engine, stick shift, close ratio overdrive and a later '57 rear end. The super charger was installed, and many items were chrome-plated on the engine and interior. The car was shown again at the 1961 Portland Roadster Show and placed 1<sup>st</sup> in

class. The car went to Vancouver Canada in 1961 to place 1<sup>st</sup> in class at the Pacific International Motorama.

Buzz moved to Phoenix, AZ to finish school and work there. In 1969 the car placed 1<sup>st</sup> in class at the Auto Speed and Sport Car Show in Phoenix, AZ. Around 1970 the car was placed in storage and remained stored for 45 years.

In November, 2014, I bought it and trailered it home. The engine compartment has been detailed. The body, paint, chrome, and interior are just like new. The paint has been polished. The chrome is better than anything you can get today. This is a custom car "barn find" stored for 45 years. Come visit it this summer!

## Two Summer Tours Visiting Museum

By Doug Nelson

**O**ur Museum will host the Beaver Chapter of the Model A Ford club on June 18 at our facilities. Some Ford drivers intend to cook their meals on the hot manifolds on the way down from Portland. This was common practice "back in the day." We're interested to see how it works! Some 40 cars are expected and also some Model T Fords will be here also as the "T" owners are going to give the "A" owners lessons in driving their early Fords. Should be fun!

**T**he Buick Club of Portland will also tour to our Museum this summer. They will arrive on Saturday, August 20, for an all-Buick show. Plan to drive a vintage Buick if you have one, but other makes of cars are always welcome at the Museum on weekends. The Buick folks are very friendly and would not mind if some non-Buicks show up in support. We should have at least five or more docents on duty as hosts for these events.



## Volunteer of the Quarter: Jack Adams

By Dean Lohrman

Since Jack became a mentor for the Speedster Program 2½ years ago, students are learning the true value of participating in this hands-on educational program. Besides being liked by every student in the program, they are having an opportunity to talk with a piece of history. Jack was born in 1946 and actually worked at Henry Ford's engine plant in Dearborn, Michigan. While students learn how to restore Model T and Model A speedsters, they are enthralled with stories and anecdotes that Jack tells them about the early years of manufacturing Ford cars.



Again, like all the mentors, if something needs to be done, Jack volunteers to help do it. Jack is always organizing clean-up, installing shelves, organizing tool boxes, fixing power tools, and making sure students have the things they need for each work session. Jack loves to go to car events and talk. At a recent swap meet he talked several companies into donating hats for the program. It's not uncommon for Jack to talk with other car club members and convince them to donate something to the Speedster program.

Since the beginning of the Speedster program 10 years ago, one of the fundamental concepts has been to give at-risk high school students an opportunity to be successful. The majority of the students come from challenging home situations. With the help and support of the other mentors, Jack has become a vital part of the Speedster program and is greatly appreciated for all his hard work and dedication. Thank you Jack!



Like all mentors, Jack has become a true friend to each student. As Safety Coordinator of the program, Jack continually goes out of his way to make sure students are safe and learning shop protocol. Each week, Jack meets with all students and stresses the importance of safety.

## Major Donation by Langlitz Leathers to Fern Hellie Library

By Tom Ruttan



Chip Hellie (left) and Tom Ruttan examine pieces from the collection.

I am pleased to announce that Dave Hansen from Langlitz Leathers has donated his 50-plus year collection of motorcycle and car books, magazines, literature and memorabilia to The Northwest Vintage Car & Motorcycle Museum, most of which will become a part of the permanent collection of the Fern Hellie Library.

This is a very significant donation to the Museum that will provide substantial breadth and depth to our reference material on motorcycle and car history and development as well as memorabilia that will enhance future displays of vintage vehicles. A sampling of the contents of this donation includes a large collection of Classic Bike Magazine, Classic Motorcycle magazine, Road Rider magazine (all in pristine condition) plus books on history, racing and development of American, British, European and Japanese motorcycles. Car books include Classic Rolls Royce, Jaguar XKE, Fifties Fins, Maserati Automobile History, The Carroll Shelby Story and many more. Memorabilia includes vintage toys, tools, models (including a Norton Manx motorcycle model still in the original box and unassembled), pictures of Northwest Motorcycle scenes and events and videos.

Many of you know Dave Hansen from his days at Langlitz Leathers, the Portland iconic shop that supplies leather jackets and clothing to the world, and for the presentation he and his daughter did a couple of years ago on the history of Langlitz Leathers. He is now retired but prior to Langlitz, he had a motorcycle shop in Portland that sold British motorcycles and parts. This donation covers

Dave's long career in the motorcycle business and includes some of the original collection from Ross Langlitz, the founder of Langlitz Leathers.

I want to thank Dave for this generous donation and his willingness to share his lifelong collection of motorcycle and car literature, books and memorabilia with the Museum. I would also like to thank Museum member Doug Towsley for helping to put this together and to member Chip Hellie for helping Dave with the assessment of this collection.

## May 14: Annual Clean-Up and Move 'Em Around Day

By Doug Nelson

On May 14, volunteers are needed to shape up the Museum for the coming summer show season. Starting at 8:30 am until we're done. Give your museum an hour or two. Lets make it shine!

Rental space car owners: please plan on taking your car home by May 14 or 15, unless your car will be on display this coming summer. Call Doug Nelson for details 503-399-0647.



## Donations Piling in this Spring

By Doug Nelson

### 1928 Chevrolet Coupes (why yes, that's plural)

**T**he Museum Speedster program has received two 1928 Chevrolet coupes as a donation from Alton Hoelsing. Alton started the restoration of one car 10 years ago and completed the chassis, which will make a great start for a speedster. The other car is complete but needs a total restoration. Most of the wood is there for patterns and there is plenty of extra parts and some good sheet metal including very nice fenders. What is needed is a talented woodworker mentor who would be willing to take on this project over a period of time. Any volunteers? Call Don Blain Speedster Chairman, 503-871-8696. Thank you Alton Hoelsing! And thanks to Museum members Don Blain, Steven Johnson, Andy Ottolis, Pat Patterson, and Doug Nelson for pickup and delivery.



### Gantry and Pouring Tool Set

Duncan Scotland has donated a gantry to the Speedster program. It is pictured here with Jerry and Sandy Grulkey's 1917 Model T Ford pickup. A gantry is a frame structure raised on side supports so as to span over something. The Henry Ford museum has one on display. This device spans a car, as pictured, and has a built-in chain hoist suitable for lifting a car body or motor out of a car. One of our Museum members

personally owns a gantry and claims that he uses it all the time. This gift also came with a vintage Babbette pouring tool set made by Kwik-Way, national well-known company. Thank you Duncan Scotland, and thanks to Museum member Dale Newcomb for the lead and delivery of these gifts.

### Books and Magazines

A donation of books and magazines was arranged by Lew Garrison on behalf of Delores Byrnes in honor of her late husband Gene Byrnes. These items will add to our growing collection for the Fern Hellie Library.



## 95 Years Young

By Doug Nelson

**I**t's never too late to enjoy a Model T Ford! At this year's Salem Roadster Show at the State Fairgrounds, the Museum Speedster Program displayed Speedster #1. One of the many admirers was Colin Thomson from Port Angeles Washington. Sitting behind the wheel reminded him of his youth driving a Model T Ford that his father owned long ago. Several of our Speedster Program students attended the show and interacted with the public. It was all good PR for the Museum.

## Cooling System Cleaning and Corrosion Protection

By Bill Jabs

**Y**our cooling system is one of the most important systems in your automobile to keep clean and stop or reduce corrosion. This is especially important when your car has mixed metals like aluminum and copper that can set up electrolysis. Failure to maintain your cooling system properly can cause overheating and result in costly repairs. Maintenance involves both cleaning and protection from further corrosion.

If you examine an old engine block, you can observe a buildup of rust, scale and other deposits that keep your cooling system from operating at its designed efficiency. If you have not cleaned your cooling system in some time, you probably have a similar buildup. Back flushing can do a good job of cleaning scaly deposits, but I believe that lots of rust and deposits remain. If you dissolve the rust and deposits chemically, my experience suggests that you end up with a cleaner cooling system, with less chance of particles circulating through your radiator and plugging the tubes.

There are lots of commercially available cooling system cleaners, which all may work fine, but I have begun using white vinegar (a mild acid) to clean my vehicle cooling systems with good success. The process is simple, reasonably inexpensive, easy to use, not too messy, and leaves your cooling system very clean. Here are the basic steps:

1. Drain your cooling system. If oily, use a mixture of Simple Green or other degreaser to dissolve the oil.
2. Close your petcock and fill with white vinegar. Most systems take from 2-3 gallons, so buy the cheapest vinegar you can find. Bi-Mart and Walmart seem to be the cheapest suppliers.
3. Run your engine until it is up to operating temperature. I even drive my vehicles around, and let the vinegar "cook" for one to three days before draining. The dirty vinegar will stain concrete and pavements, so be careful and dispose of it properly.
4. Flush several times with clean water. Add two cups of baking soda in the last flush to neutralize the acid.

5. Your cooling system should be very clean, but it now needs protection to prevent immediate corrosion.

Some people prefer a 50-50 mix of antifreeze, which is important if you are exposing your car to subfreezing temperatures. I have been led to believe that older cars do not cool as well with antifreeze, so since I do not drive them in the winter, I generally avoid its use. A commercial additive called "Water Wetter," claims to improve engine cooling by increasing heat transfer, and also claims to prevent corrosion. I have used it and am neither a proponent nor opponent, but have recently been introduced to a new product by fellow car collector, Bob Newlands, called "No-Rosion" that I feel is superior.

Prior to using a product, I try to research who is using and recommending it and why. My research indicates that the Nethercutt Museum in Sylmar, Ca. and Jay Leno's Garage use the product extensively. The manufacturer claims their product prevents corrosion and electrolysis, provides water pump lubricant, and lasts up to 5 years or 30,000 miles of driving. It is manufactured and supplied by Applied Chemical Specialties, Inc., Omaha, Neb., [www.no-rosion.com](http://www.no-rosion.com). The cost is \$9.95/pint or 4 pints for \$29.95 plus S&H. It can be added with or without antifreeze. Recommended mixture is one pint with 50-50 antifreeze and 2 pints with plain water.

I am systematically going through my entire collection and cleaning them with white vinegar and adding No-Rosion. While I don't have years of experience with the process or products I have described, I am confident that it is going to work well. If I learn otherwise, I'll write a rebuttal.





## Bruno Drives to Panama: Part Two of a Four-Part Series

By Marty Boehme

**T**hree years later, I got a call from Bruno. He was in Brazil and wanted to come visit us for a month. Wow! What a surprise! We took him to our new home in Beavercreek, Oregon. It took him a week to tell us what happened on that drive to Panama in 1974.

After crossing the border into Mexico, he told us that on one night, he hit a cow. Fortunately, it did not damage his '59 Chevy very much and it was still drivable. However, for some reason, his car started to lose oil. I couldn't believe his next comment. "I'd drive until the red oil pressure light lit up. Then it was time to add more oil. I was using so much oil that I bought a five gallon can of it and put it in the trunk."

"Because the car would not restart when it was hot, I had to add oil while it was running. With no emergency brake, I had to keep it running even if I was going uphill. So, I kept a big rock on the floorboard near my left foot. I then opened the door, put the rock on the ground, coasted back till it hit the front wheel, got out, ran around to the trunk, opened it and got out the big oil can. I then ran to the front of the car, opened the hood, added oil, shut the hood, ran to the trunk, put the oil can back in, opened the car door, got in, drove forward to pick up my rock."

It was like a pit stop at a race. Bruno had to do this three or four times a day. So he kept driving south through Mexico into Central America.

## *The Poetry Corner* .....

### Alley Cats

By Martin Doerfler

What are the chances (slim to none)  
that this alley is the one  
with the broken fence and the leaning garage  
hidden in a camouflage  
of berry vines and ivy

This must be the neighborhood  
every alley looks pretty good  
guess You'll have to cruise em all  
looking for that one car stall  
Your wife thinks you're crazy

60 year ago or more  
you found that 40 ford tudor  
paid 35 with money borrowed  
from your aunt, you coward  
wouldn't dare to ask your pop  
or mom – she'd blow her top  
the answers no – not yes, not maybe

What are the chances (too small to measure)  
that another buried treasure  
like that cherry forty ford  
could still be hid in some back yard  
The odds against it too large to tally  
fact is, you just like cruising alleys  
So go home now – but wait, this could be...

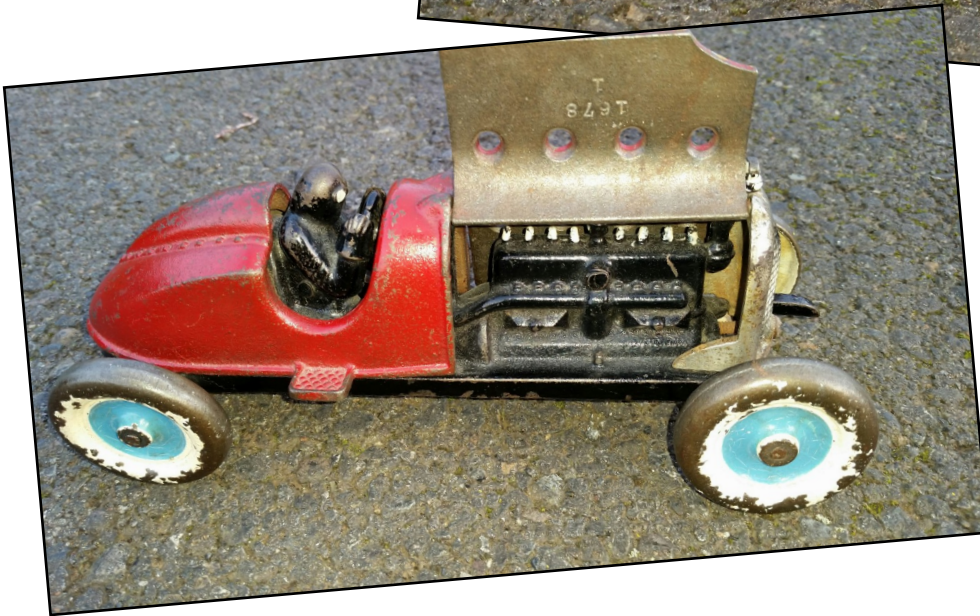
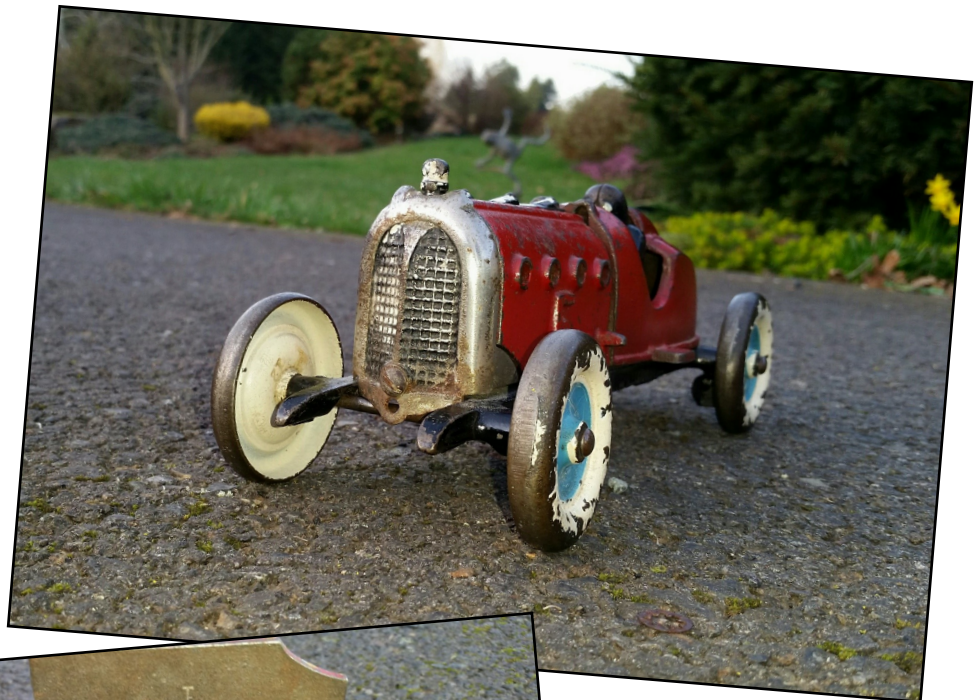
## The Toy Box

By Chip Hellie

**T**his time we have a very nice cast iron Hubley race car. The early Hubley toys were some of the finest toys produced in the cast iron period. This example, numbered 6 on the hood was produced around 1925 up to 1935. It came in several colors and there was even a number 5 version. They may have produced other numbers, too, but I have only seen the two numbers. It would be a great marketing device having numbers reaching to at least 9!

The hood could be raised on either side exposing a straight 8 flathead engine with sparkplugs! This toy has cast iron wheels; however, a deluxe version was offered with nickel plated spoke wheels and rubber tires later

on in the 30's Hubley toys began die casting toys in a zinc alloy product called Mazak, obviously to make their toys less expensive to buy and produce but sadly lost most of their charm in the process.



Today the finest of these cast iron Hubleys can reach thousands of dollars in value. Of course this leads to the possibility of reproductions and this particular toy is no exception. This toy isn't marked with any reference to Hubley on it. However, all the cast pieces are serial numbered including the wheels. Repros won't number the parts except I've seen repros that do have a number cast under the hood. The original toy's numbers are very

on. Much more fun as it certainly would roll better not to mention much less hazardous to Mom's wood floors!

Hubley was at its best during this period, rivaling the best cast iron toy makers including Arcade. Later

clear and easy to read. Look for other usual clues as poor casting quality and rough grind marks found on reproductions. Thank goodness this one is genuine!



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## Update from the Ladies

By Rosemary Bostwick



The Ladies of the Museum have been busy over the winter. Our quilt for this year is almost completed. The squares were done by a number of the ladies and the top was put together last week by Rosemary and Joanne. Now we just have to get the quilting done. Joanne will be working on that this next month and then we will all work on the binding and then hanging it for display and working on the rest of the summer display. Tickets will go on sale the end of April. We are also considering not drawing for the quilt until the end of summer in September when the display is taken down or at Movie Night at the first of December. We will be discussing this in the next month.

The display this year will be wedding-themed, and will hold anything that has to do with weddings. We need some other items for this display so if you have some things that you would like to contribute to the display, we would love to borrow them for the summer. We will need some children's clothes also so if you have anything that we could use please contact one of us.



"EDUCATION IS OUR PURPOSE"

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The NW Vintage Car & Motorcycle  
 Museum is at Antique Powerland, off  
 Brooklake Road, west of 1-5.

1-5 Exit 263, Brooks

10 minutes north of Salem  
 30 minutes south of Portland

## MARK YOUR CALENDARS

- |          |   |
|----------|---|
| Apr. 1-3 | Portland Swap Meet Portland, Oregon   |
| Apr. 4   | Education Committee meeting 1:30 pm at Texaco Station   |
| Apr. 16  | Annual Member (and guest!) appreciation potluck and gathering. More information on page 3!  |
| Apr. 20  | Board/Member meeting 6:30 pm at Texaco Station  |
| May 14   | Annual Grounds Clean-Up Day - Volunteers Needed!<br>ALSO: Winter storage cars move out of Museum, summer show cars and motorcycles move in<br>ALSO: Boy Scouts meet on show field (evening) |
| May 18   | Board/Member meeting 6:30 pm Texaco Station   |
| May 26   | Truck Show at State Fairgrounds, tour to Powerland 12:00 - 4:00 ( <b>docents needed!</b> )  |
| June 4   | Museum opening weekend for summer display   |
| June 15  | Board/Member meeting 6:30pm at Texaco Station   |
| June 18  | Model A Ford Club, Beaver Chapter, tour Museum ( <b>docents needed!</b> )   |
| June 25  | Annual Rendezvous on Museum Show Field 8am to 4pm. \$6 per person fee also lets you in to Branch 15 Swap Meet held on Powerland grounds   |
| July 1-4 | Rollin' Oldies Vintage Trailer Club meets at Powerland<br>ALSO: Civil War re-enactment at Powerland on Spegle property ( <b>docents needed!</b> )   |

MEMBER/BOARD MEETINGS are the 3<sup>rd</sup> Wednesday of each month, 6:30 PM at the Texaco Service  
 Station on the Powerland grounds. Everyone is welcome!