

# Northwest Vintage Car & Motorcycle Museum Newsletter

Volume 5 issue 2  
April-June 2007

The Museum is Located in Brooks,  
Oregon, west of Interstate 5  
10 minutes north of Salem  
30 minutes south of Portland



<http://www.nwcarandcycle.org>

Al & Sue Lake-Editors

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## Coming Events

### Portland Swap Meet,

Portland Expo Center April 13-15. The Museum will have an inside booth.

**4th Annual All High School Car Show & Shine,** May 20, the Museum Show Field.

**Third Annual Swap Meet,** July 21, Powerland. Setup & BBQ on July 20th.

**Great Oregon Steamup,** July 28-29 & August 4 & 5, Powerland.

**Great Oregon Steamup Car Show,** 9-3:30, August 4

**Tour to Silver Falls Convention Center,** October 20

## High School Show & Shine Car Show by Doug Nelson

The mission of the NWVC&M Museum is to promote the life-long education of our community, by interpreting the heritage, history, and evolution of automobiles and motorcycles over twenty-five years old. One of the most important aspects of the Museum is the outreach and education program for youth. All of us enjoy our old cars, trucks, and motorcycles. We enjoy tinkering on them. We enjoy driving them. We

enjoy talking about them.

There are many jobs that need to be done to make this year's High School Show & Shine Car Show a success. If you will volunteer or have questions please call 503-399-0647.

Bring your car, truck, or motorcycle. Bring your kids, grandkids, or kids from the neighborhood. Be sure to attend this year's High School Show & Shine Car Show — there will be

plenty of cars, trucks, and motorcycles to look at and great kids to talk with.

The High School Car Show will be held on Sunday May 20th beginning at 10:00 and awards at 2:00. The Committee has already received a \$1,000 grant from Collector's Foundation.

Volunteers should arrive by 8:30.

Be sure to bring your vintage car, motorcycle, or truck.



2006 Show & Shine Car Show Participants

## Museum Jackets by Doug Nelson

Museum Jackets are now available and they look great! There is a large colorful logo embroidered on the back and an optional name and banner on the front. The jackets come in Suede leather in sizes small to XL for \$175 and in Denim and Twill in sizes small to XL for \$135. Sizes 2XL and larger are available for an additional cost.

Adding a name on the front is \$8.00 and adding a front banner is \$10.00 additional cost. Jackets are purchased at Salem Emblem Shop located at 1185 12<sup>th</sup> St SE, Salem, OR. Phone Chad or Shawn at 503-362-5333. If you have questions or want to place an order call Doug Nelson at 503-399-0647.



The Museum Jacket

**President's Message**—by Mike Bostwick

The membership of the Museum is you and your friends. What the Museum becomes in the future is up to you and your friends and the effort all are willing to put in to it. Please look at getting more involved in the operations of the Museum. Right now there is a small group of members who are working very hard for all of us and I would like to thank all of them for their hard work and dedication to the Museum. The meetings are the third Wednesday of the month at 6:30 PM in the Service Station at Brooks and everyone is welcome to attend. Try to come, the more members who get involved the easier it is for everyone.

Throughout the year members of the museum spend time at the Station and other events promoting the museum. This is an important job and it would be

beneficial if more members could assist. If you can help at the Station or if you are planning to attend one of the events where we are going to have a booth, please volunteer to spend a little time in the booth by contacting one of the board members.

We are still looking for a Volunteer Personnel Scheduler, someone who will be the contact to schedule members to work events that the museum participates in and during summer weekends at the Service Station. With the growth of the Museum we need more volunteers to help make the Museum the best on the west coast. The Museum Events Coordinator, Don Lauinger is the contact person for anyone who would like to use the Museum Campus, and others have been working to coordinate events at the Museum with other Powerland attractions. If you are interested in scheduling an event on the Museum Campus con-

tact the Events Coordinator, Don Lauinger at 503-678-1816 or [lauinger\\_88@hotmail.com](mailto:lauinger_88@hotmail.com).

The 2007 Swap Meet is set for July 21. The highlight of the Swap Meet will be the barbeque ribs dinner prepared by the Markum Inn and served on Friday evening July 20<sup>th</sup> at the museum grounds. Start planning to attend. The BBQ dinner is open to all Museum members and their families. Last year's dinner was very good and everyone who attended had a very good time talking with old friends and making new ones. You can find the reservation form on the web site, called the Swap Meet Application Form. Come get great food and ask questions about what the Museum is doing. For more information call or e-mail me at

(503) 245-5444 and  
[reb.mlb@netzero.net](mailto:reb.mlb@netzero.net)

**Show & Shine Car Show Sponsors**

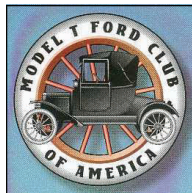
Collectors Foundation

State Farm Insurance,  
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Willamette Valley Model T Ford  
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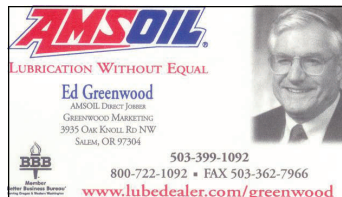
Baxter Auto Parts



Complete Domestic &amp; Foreign Automotive Repair



Dan Judy Automotive



AMSOIL



Mountain West



South Commercial Auto Company



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**Support our Car Show  
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## **Benches To Honor Substantial Donors** by Ed Weber

It is the policy of the Northwest Vintage Car & Motorcycle Museum to publicly recognize all substantial donors; donors and individuals or groups who have contributed \$10,000 or more to the Museum. One of the ways the Museum is accomplishing this is by constructing wooden benches with brass plates identifying the donor's names. This project has already started with the construction of a sample bench presented to the Museum's February board meeting by Ed Weber, Board Member. The Board approved his design and gave the go-ahead to proceed with the project. To assure that these benches have a direct connection with the

"Heritage Theme" of Powerland, project leaders hope to be able to obtain all the lumber from donated logs sawed to dimension at the "Miller Sawmill" at Powerland. From the dimension lumber, the bench pieces will be cut to length and shape, assembled, and finished by project volunteers. It will take some time for the lumber to cure, but the first group of benches should be ready by this summer. This first bench project will honor our current group of six substantial donors. From here forward the project will be on going and benches will be built to honor

each substantial donor as they step forward with their support.



Museum Benches to Honor Donors

### **Third Annual Swap Meet**

**Saturday JULY 21 , 2007 8am to 3pm**  
with Friday the 20th set up

At Antique Powerland in Brooks, Oregon  
Commercial vendor spaces with pre-registration

General admission \$ 5.00 Free parking

For Information call:

Don Petersen at: 503-246-6936, or

Mike Bostwick at 503-245-5444

### **First Annual Steam-Up Show & Shine Car Show—August 4**

The first annual Steam-Up "Vintage car and motorcycle show and shine" will be held Saturday August 4, 2007 at the Museum campus. Members and guests from the community at large are invited to show their vehicles in exchange for two free passes to the Steam-Up if they agree to leave their vehicle in place from 10 to 3:30. Vehicles enter the "Vendor Gate" between 8 to 9. Enjoy this event and become an important part of Steam-Up. All are welcome. Parade at 1:30.

**Registration 8 – 9 am**

**Show 9 – 3:30**

## **Volunteers of the Quarter** by Ferne Hellie

John and Bev Chandler are the Museum Volunteers of the Quarter. They have been members from the beginning and started volunteering by taking on the considerable duties of Museum Treasurer. Bev secured our 501 (c) 3 non profit status for the museum and continues to help with the book-keeping and legal aspects of our organization. She is very involved with building plans and grant writing. John has a voice at APMA board meetings, and

always volunteers his services with building projects, setting up at shows, and many other ways. Both John and Bev are good workers. They host at the service station during Steam Up, and have been generous with their time and knowledge, as well as with financial support.



**THANKS Bev & John!!**

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## Blackie by Myself

Blackie is the name; speed is the game. This is my story.

I am a 1938 Buick Century Sport Coupe – black in color with beige mohair upholstery. I was known as “a bankers’ hot rod” in my pre-war days.

My first owner, August R. Hawthorne II, AKA “Augie” by his friends and revenueurs alike, was, simply put a rather shady character. He purchased me new in Spokane, Washington in November of '37 for the sole purpose of bringing Canadian spirits across the border. A plus was my ability to elude the law in their fast, for the short run, Fords. No car, save a Duesy, could keep up with my 320 cubes and 390 rear end. Being a Sport Coupe I have dual spares on my fenders and a large trunk -- all the better to stow cases of hooch disguised as farm machinery. Usually trips were uneventful but I could be called upon to run up to 100 mph as the Buick factory advertised. Century means 100, of course.

This activity went on through the war years, as Augie was always able to get petrol in Canada during our “machinery” runs. I lived a pampered life -- garaged during the day,

making our living at night. The advantage of my black paint color was obvious. Augie knew the roads so well, I usually ran with the lights off. By the late forties, Augie made enough to retire to Florida and sold me.

I entered a new life, Drag Races! My new owner, Steve, lightened my load by removing my spares and fitted me with a 1941 dual-carb setup. Now we could pull low 16's and easily blow everybody off the road. Steve treated me great, regular oil changes, tune-ups, and the best tires. It did bother me about the pink slip challenges on weekends, but we never let each other down. During the '60s the muscle cars came on the scene and Steve announced my second retirement.

I spent a decade hibernating

without baths or oil changes in a barn outside of Loon Lake, Washington, always longing for the good old days with Augie and Steve. Then one day in 1973, I was sold in a package deal that brought me to Salem, Oregon. My tires were bald, my paint was faded, and my 320 cubes felt like 50. I got the works: paint, upholstery, and a Bob Pipkin rebuilt engine. Soon, like Cousin Willy sings, I was “on the road again”.

I guess I'm sort of a senior citizen now, but still could do 100 if called upon. We have this silly 55 mph rule and \$3.00 gas so my owner only takes me to tours, shows, and grocery runs. Not bad, considering most of my brothers wound up in wrecking yards and were recycled into Toyotas!



1938 Buick Century Sport Coupe — Blackie

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## Dues are Due by Ferne Hellie

Our museum operates on a fiscal year from June 1 to May 31.

All membership renewals are due June 1st. Send renewals to NWVC&M Museum, P.O. Box 15, Salem, OR 97308. Questions concerning your membership, call Ferne at 503-364-7809 or

fhellie@comcast.net

Memberships are as follows:

- General Member
  - Individual - \$35
  - Family - \$50
- Founding Member - \$185 (\$150 one time building fund

and \$35 annual membership).

- Sponsoring memberships range from \$500 upwards.

Because of our 501 (c) (3) status all Northwest Vintage Car & Motorcycle Museum memberships are tax deductible.



## K-107

By George P. Edmonston Jr.

It's not often a Ford Model K comes along at auction, but that's exactly what happened in January, 2006, when K-107 (serial number) became available in Phoenix, Arizona, much to the delight of Ken Austin of Newberg, who had always been interested in the history and rarity of these automobiles, and who moved immediately to seize on an opportunity to add one to his collection of early Ford cars and trucks. With a life span of just three years (1905-1908), the Model K was Henry Ford's second and most ambitious attempt to compete in a luxury car market crowded with competitors. Approximately 1,000 were produced at Detroit's historic Piquette Plant in two body styles--touring and roadster of which 22 have survived to the present day, 12 touring and 10 roadster. Ken's K-Car was made in 1906 and sports what may be the lowest serial number of any of the survivors. It is a roadster, one of only 50 made, and is unique because it is believed to be the only Model K

which has never undergone serious restoration. Its dull, aged paint in original gray (upper) and "Roadster Red" (lower)-attest to this, along with its ancient seat coverings and original convertible top. The car's 405 cu. in., inline six-cylinder engine was a benchmark for high performance automobiles in the early 1900s, and was designed to produce 40 hp and a guaranteed top-end speed of 60 mph. Also standard were rear-wheel mechanical drum brakes and a two-speed planetary transmission. The wheelbase is 114", with 28" diameter tires mounted to artillery-styled wheels featuring seven-bolt detachable rims. K-107 also sports the original tubular brass windshield assembly and period correct Gray & Davis No. 71 headlamps. Highlighting the original brass shell radiator is an original and ultra-rare script Ford logo, cut from sheet brass and attached with baling wire. Although never a moneymaker, Model K's sold, on average, for \$2,500 per car.

Compared to the cost of Ford's other models (A, B, C, AC, F, N, R, S), this was expensive, yet barely half the price of competitors from companies such as Packard, Peerless and Pierce. Bought from a magician before World War II by well-known Detroit collector Joseph Temrowski, K-107 was, according to one expert, "snatched from under the nose" of Henry Ford in the early 1940s as he was assembling cars important to Ford Motor Company's history. Discovering its whereabouts, Ford approached Temrowski to inquire about the car's availability. This led to a deal between the two men in which the legendary auto-maker was to receive the car on his 85th birthday. Sadly, Ford's death in 1947 at age 83 forced a

cancellation of the promise. Why the Ford Motor Company's venerable founder would have wanted this particular K - Car has been the source of much speculation, with most experts now convinced K-107 was probably the prototype for the new luxurious and speedy roadster. If true, and definitive proof may never be possible, it would have held a special place in Henry's memory and would be one of the most important and rare Ford automobiles in existence. Ken says the car is fully operational and recently won a "Third in Class Award" at the 2006 Pebble Beach Concours d'Elegance.



K-107 — 1906 Model K Ford

## Museum Autumn Road Tour by Bjorn Klingenberg — October 20 & 21

We are planning a tour on October 20-21 for Museum members driving their vintage cars and motorcycles to the Silver Falls Conference Center in Oregon. This will be lots of fun and will also be a great promotion for our museum. We will stop in Silverton for a display of the vehicles and for coffee

or lunch. The tour will be an overnight event including dinner followed by entertainment. On Sunday morning, after breakfast, there will be an organized stroll in the Silver Falls State Park to enjoy one or more of the falls. We are planning a box lunch in the

park before heading back down the hill. The price per person will be approximately \$58 including accommodation in double rooms, dinner, breakfast, and lunch. Our goal is to have 30 people and 15 vintage vehicles. For members coming from out of town there will be a staging location in

Woodburn. The tour, along scenic back roads, will start at 10 am on Saturday October 20. Please notify tour organizer, Bjorn Klingenberg, by phone, (503) 873 6777, or by e-mail [bklingenberg@verizon.net](mailto:bklingenberg@verizon.net) as soon as possible to reserve your spot.

## 1912 Model T Speedster by Ferne & Bill Hellie

Bert Harrison started collecting parts for it in the 1950's and did the mechanical work on this 1912 Model T. The Speedster has a balanced crank from Australia, Rajo head, Livingstone radiator, Budd center-lock wire wheels, Rocky Mountain brakes. The lights are original 1912 brass lights with halogen inserts. The Speedster has an extended hood and has a 12-volt electrical system

- no more cranking! Bill Hellie cut down the front - eliminated the wind-shield, added a very early brass tachometer and speedometer, which he purchased from the Cutler brothers. "Chiphelli" made the steel body, curving the rear slightly. The hinged seats fold back for access to the toolbox and battery. Bob Hambleton upholstered the seats in Old Whiskey leather. Painted by Bill Hellie, in

Lobelia Blue paint - the paint was formulated

from a rare Austin Healey 100-S racecar in Australia.



## 1926 Model T Ford Roadster

by Arnie Anderson

In July of 2003, Chris Feskins told Arnie and Linda Anderson about a man, named Virgil Weber, who had a 1926 Model T Ford Roadster for sale. The roadster was painted Washington blue with black fenders. Arnie was interested in the car as soon as he saw it. He bought the car, and on Thursday, July 17<sup>th</sup>, Chris and Arnie left to trailer it home. When they got it home, Chris gave Arnie "T" driving lessons, since he had never driven a "T" before. It took a few practice runs before Arnie felt comfortable with operating the pedals, spark advance and hand throttle. Several museum members previously owned this roadster. The history, as Arnie knows it, began when Bert Harrison bought the car from a man in Sweet Home. It had been assembled from parts, and contained

pieces from several different cars. Bert reassembled the car with the correct parts for a 1926 T roadster. Some of the parts that Bert removed were used on other cars that he was building. During the time that Bert owned it, the color of the car was white with black fenders.

Bill Hellie acquired the car from Bert and repainted the car because he thought it looked like a skunk with the black and white color scheme. Bill converted it to an 8 volt electrical system, to aid in starting, and added a water pump to help keep it cool. After-market chrome bumpers were also installed. In 1999, the original engine had been replaced with a rebuilt engine and transmission. A man in the Woodburn/Mt. Angel area had rebuilt the new engine. He was known for his high quality rebuilt

Model T Ford engines. Virgil Weber bought the car from Bill. Later, after Arnie and Linda got the car from Virgil, they used it whenever they had the opportunity. On one of the many road trips, they had problems with the rear-end. One of the babbitt spacers came apart. This gave Arnie an excuse to completely rebuild the drive shaft and rear-end using new bronze spacers and bushings, new axle bearings and seals. While he was at it, he rebuilt the front axle and steering components.

The car is now very dependable for their cruises. Arnie is also in the process of installing new Rocky Mountain brakes on the roadster. This "T" has the optional Ford wire wheels. In January 1926, Ford made 21-inch wire wheels available as optional equipment on their open cars. Arnie and Linda have driven the roadster on many car tours, parades and to car shows. The "T" has won several trophies and awards in the time that they have owned it.





## Museum Board Visit Bob's Red Mill by Ed Weber

On January 10, 2007, Wes Tarr, one of our Museum members, arranged a tour of Bob's Red Mill in Milwaukie, Oregon, for some of the Museum's board. The purpose of this visit was two-fold --- to learn more about Bob's operation and bring Wes and Bob up to date about the Museum's activities. Directors attending this tour were Doug Nelson, John Chandler, Mike Bostwick, and Ed Weber.

The Red Mill is actually two enterprises – 1) The Red Mill Retail Store and 2) The Mill manufacturing operations. Bob first took us through his milling operation and we learned that it operates 24 hours a day with 5 mill stones grinding out a combined average of 144,000 pounds of flour every day. His millstones come from a quarry in France and several are over 100 years old. He

says they never wear out but do "need sharpening once in a while." The mill has several automated and computer-operated packaging machines that have been designed and built by his crew in his shop. The large grain storage bin area was quite impressive as it transfers grain by using air tubes. This system was also designed and built in his shop. Those who know about mills are aware of the explosive forces of dust. This mill is almost dust free which is due to the practice of daily cleaning within the mill and several dust collectors with vacuum lines drawing dust away from the machinery. More than 18 different kinds of grains are milled at Bob's Red Mill.

After our mill tour Bob hosted the directors to a lunch at the Whole Grain Retail Store where we

ate delicious sandwiches made from bread baked daily at the store along with home-made soup. This store serves wonderful nutritious breakfast and lunch meals six days a week along with selling over 400 whole grain products in the store and throughout the world; including flour, bread mixes, cake mixes, cereals, breads, cookies and pastries. They also conduct a cooking school and sell baking and cooking books, utensils, and other food preparation

needs.

During lunch we learned that Bob is quite interested in vintage cars and is especially attached to a 1931 Ford Model "A" Deluxe Coupe that he and his wife Charlee own. We also learned that Bob crashed the 100th year REO celebration in Lansing, Michigan, in 2004 by driving the only non-REO car, a Model "A", in their parade through town.

**Right On Bob!!**



Bob, Charlee, and their 1931 Model A

### NWVC&M Museum Board

Doug Nelson	Chairman
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Tom Ruttan	Vice President
John Chandler	Treasurer
Ferne Hellie	Secretary
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Doug Nelson



Bert Harrison & Bill Hellie



Mike Bostwick



Ferne Hellie



Tom Ruttan



Neil Beutler



Bud Wright



John Chandler



Ed Weber



Bjorn Klingenberg



Don Blain

## From the Toy Box By Bill Hellie

The last issue of this newsletter featured a rare Arcade cast iron toy built to resemble the 1933 Pierce Arrow Silver Arrow automobile. This Pierce Arrow design influenced major changes in other automobiles.

The 1:18 die-cast model shown here is extremely accurate in all details

inside and outside of the car. All doors, trunk lid, hood, and even the spare tire compartment in the left front fender open to reveal what is inside.

The model was made by Signature Models in China, and may be purchased through Die-castAuto.com.



1933 Pierce Arrow Silver Arrow Model

## 4<sup>th</sup> Annual All High School Car Show The Show & Shine Sunday, May 20, 2007



Kyle Kuhnhausen—2006 Show & Shine  
Best of Show Winner



PO Box 15, Salem, OR 97308

## Dues are due June 1

See page 4 of this newsletter.

All renewals should be sent to NWVC&M Museum, P.O. Box 15, Salem, OR 97308.

Memberships are tax deductible because of our 501 (c) (3) status

If you have an expiration date on your mailing label it means that your membership is in arrears. Call 503-364-7809 for more information. Send a check to NWVC&MM, PO Box 15, Salem, OR 97308.