

# Northwest Vintage Car & Motorcycle Museum *Message*

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## Award winning newsletter



Al & Sue Lake-Newsletter Editors

**Volume 7 issue 1**  
January–March 2009  
Quarterly newsletter

Deadline for the next  
newsletter is:  
**March 15<sup>th</sup>**

Please submit articles for  
future newsletters to:  
[allvintagecar@comcast.net](mailto:allvintagecar@comcast.net).

## Museum Activities

### Meetings

#### Member/Board meetings.

The third Wednesday of each month at 6:30 pm at the Service Station. Meetings are January 21<sup>st</sup>, February 18<sup>th</sup>, and March 18<sup>th</sup>.

#### Education Committee

**meetings.** Meeting is at the Service Station on February 6<sup>th</sup> and March 10<sup>th</sup> at 6:30 pm.

See the complete 1<sup>st</sup> quarter calendar of upcoming events for the Museum on page 7.

## Good News!!! by Doug Nelson

The J R Murdock Charitable Trust has approved a \$100,000 grant to build the easterly portion of our main Museum building.

The Trust will give us the last \$100,000 to finish the project. We will be working diligently to put in place a program to raise the first funds.

See page 6 for specific information.

## Speedster Project

The Model T Speedster Project has gotten off to a great start. The Model T Speedster Project is an important educational outreach program for the Museum. There are four articles about this project on pages 2, 6, and 7 of this newsletter.

## Museum Members

Museum members put in many hours on projects and at events. We have many projects, some that need help. There are many ways to help. Ask a Board member.



See "Mentor's Model A" on page 4.

## Newsletter Articles Wanted by Al Lake

There is a special bond that we have with our old cars and trucks. You will notice that there are two great articles in this newsletter about the restoration process from Museum members. "TC Dreams Unveiled" is on page 2 and "Mentor's Model A" is on page 4. Both articles are awesome examples of the work required to restore a vintage vehicle.

### Challenge:

Take a picture of your vintage car, truck, or motorcycle and send it to the Editor, Al Lake, along with something about the reason that you 'like' this vintage vehicle and why you spend the time and money on this old car, truck, or motorcycle. It would be so much less expensive to drive a 'new' car, truck, or motorcycle, right? Why do you own a vintage vehicle? What is your story?

For more information about the Northwest Vintage Car and Motorcycle Museum go to <http://www.nwcarandcycle.org> or e-mail Al Lake at [allvintagecar@comcast.net](mailto:allvintagecar@comcast.net).

## 2008-10 Museum Board Members

Doug Nelson	Mike Bostwick
John Chandler	Tom Ruttan
Ferne Hellie	Ray Hansen
Don Blain	Marty Boehme
Neil Beutler	Sherri Cartwright
Burt Edwards	Bill Hellie
Bjorn Klingenberg	Tom Kneeland
Larry Leek	Mike Larsen
Don Lauinger	Don Petersen

## Northwest Vintage Car & Motorcycle Museum

P.O. Box 15  
Salem, OR 97308-0015

The Northwest Vintage Car & Motorcycle Museum is a 501c(3) non-profit organization. We are dedicated to providing educational opportunities about vintage cars, trucks, and motorcycles for all ages.

On the web at: <http://www.nwcarandcycle.org>

Northwest Vintage Car & Motorcycle Museum is located at Antique Powerland on Brooklake Rd. (Exit 263 from I-5), west of I-5  
10 minutes north of Salem - 30 minutes south of Portland

## TC Dreams Unveiled By Bjorn Klingenberg

I suppose it is something that comes with age; that dreams and thoughts long lost in an obscure part of the brain suddenly come alive spurred by some random event. I'm a motorcyclist so why should I suddenly get the desire to own an MG, not just any MG mind you, but the real kind with the tall, skinny spoke wheels and a seemingly absurd amount of camber up front.

Well, I saw such an MG TC a couple of years ago at a show and it reminded me of some old dreams. The first involved two boys who lived in an apartment below the one my family occupied in Copenhagen. The boys had the kind of dad who took them places and did all kinds of surprising things for them. They were just about old enough to begin thinking about their driver's licenses and one day, when we came home from school, there they were, parked in the street just outside the entrance to our apartment building, two MG TC's, one red and one green - loving gifts from this remarkable father. This occurred in about the year 1952 when TC's

were new and very desirable and very much out of reach. My family moved that same year and I do not know what happened to those cars or boys. The appearance of those glorious machines and my ill concealed envy, however, followed me for many years. The other image unfolded a few years later on a ferry from Germany to Denmark. I had just parked my motorcycle on the car deck and was about to go up the stairs and the gate was about to close and the ferry depart, when a white MG TC came roaring onto the ferry deck. The car had Swedish license plates and the driver was a young lady with blond hair flying in the wind from under her leather helmet. Now, fast forward to about a year and a half ago. I happened to hear that the Hellies

had a 1949 TC sitting in storage. It was love at first glance and the rest is history as they say. After a good deal of effort getting the beauty back in running condition we have now made several delightful trips in the car and had it to a couple of shows as well. It has a proper Swedish passenger, like the girl from the ferry in my memory, my wife, Carina, is pictured in our car in a beautiful nearby valley in the photo below. A perfect setting.



Bjorn's 1949 MG TC with Carina

## Model T Speedster Project Want List by Doug Nelson

Model "T" tools

1926-27 "T" radiator and shell

1926-27 hood, all or part

Sheet metal, 18-20 gauge for body shell fabrication

Hard wood boards - Maple, Cherry or Walnut for body fabrication

½ to 1 inch finish plywood, for body fabrication

1926-27 Oregon license plates, single or pair

To donate money or materials contact:

- Doug Nelson, 503-399-0647
- dokayllc@earthlink.net





## Museum Minute: US Auto Museums

by Sue Lake



Eureka, Missouri  
Route 66 State Park



The museum is located along the original Route 66 corridor at a Missouri state park on 97 North Outer Road. Route 66 State Park showcases the history and mystique of a highway that has been called "the Main Street of America." The historic Route 66 has come to represent American automobile travel and the park has captured the essence of the highway in its displays.

<http://www.missouri66.org/rt66statepark.html> and

<http://www.mostateparks.com/route66.htm>



In its heyday Route 66 was arguably the most famous highway in history. Established in the mid-1920s, it linked Chicago and Los Angeles, passing through eight states - Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California - in the process. When finished, the highway stretched for 2,448 miles.

**Get Your Kicks on Route 66!**

State	Miles
CA	314
AZ	401
NM	487
TX	186
OK	432
KS	13
MO	317
IL	301
Total in 1926	2,448

## Northwest Vintage Car & Motorcycle Museum

A 501 (c)(3) non-profit organization

### Paver Brick Agreement

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

has purchased a paver brick to be used at the main Museum building of the Northwest Vintage Car and Motorcycle Museum at 3995 Brooklake Road.

Each yard of concrete purchased at \$125 entitles the purchaser to one paver brick to be inscribed as follows:

6" X 12" single brick with 3 lines* \$125	12" X 12" single brick with 6 lines* \$250

\* 15 characters per line including spaces or a total of 45 characters. Business logos available for double bricks only.

Donor signature \_\_\_\_\_

Received by \_\_\_\_\_

Date \_\_\_\_\_ Check # \_\_\_\_\_

Mail Send Checks To:

Northwest Vintage Car & Motorcycle Museum  
John Chandler  
Treasurer  
P.O. Box 15  
SALEM OR 97308

**Thank you!**

## Mentor's Model A By Nathan Leigh

In the world of cars in the late 1950's and throughout the 1960's chrome and speed were what the auto world was selling. My high school parking lot in Parma, Idaho had its share of Chevy Impala's, Ford Victoria's, Chevy 3100 pickups, several F-100's and one pumpkin orange two-door Model A Ford. The Pontiacs, Fords, and Buicks of that era were beautiful when they were slung low with spinner caps on the wheels and twin tuned pipes attached to the exhaust system. And fast? They were fast enough for any high school kid. But that old pumpkin-colored car was the one that caught my eye. I asked my Dad about that car and tried to explain what it looked like. He said he would find out what kind of car it was and the next day he told me it was a 1929 Ford, called a Model A.

By the time I graduated from Parma High School in 1964, Dad had assembled a collection of more than six complete Model As, all of which he made run, with enough parts to make at least three others. One of those six cars was the orange pumpkin which Dad had purchased from the kid who had been driving it to school. One of the last vehicles he purchased was in the summer of 1963, between my junior and senior school year. That car became Mentor's Roadster. It was a 1930 Ford Model A Roadster. I believe Mentor looked for, found, and purchased the Roadster, to fix up just like one he had once had because memories of the most important car you ever owned are important to preserve. Dad parked that Roadster out back with the rest of his

collection of cars just patiently waiting for him to begin working on them. And so it was throughout the remainder of my high school years, Dad worked on the sedans and occasionally the Roadster.

It was in April of 1965 that Dad died and when he died we lost all of his knowledge and experience in the repair and restoration of Model A Fords. It turned out that I was going to have to learn on my own everything that he could have taught me if I had been just a little more interested. I thought he would always be around to teach me what he knew about the old Fords. It turns out that I was very wrong about that.



The summer of 1965 we put everything in storage. Dad's Roadster ended up in the basement garage where it was parked when he died. The Roadster was jacked up and placed on blocks, the fluids drained from it, and it was covered with a large tarp.

Twenty-four years later, my Mother announced that she was planning on moving into town and selling the country property. We had an auction to sell off all of the car stuff that Dad had gathered over the years. I kept every part I thought I would need to use on the Roadster and set it aside. Everything else was

sold. When Mom moved into town, Mentor's Roadster went with her. The Roadster had been in storage 25 years. It was again put on blocks and covered with a tarp. Another seven years passed before the Roadster saw the light of day.

On April 2, 1997, I borrowed a trailer and drove from Craigmont to Parma to bring the Roadster to my home to begin the restoration. The Roadster fit comfortably in my garage and the restoration was ready to begin. This restoration would be my way of learning from a father who had died nearly thirty years before and would bring me full circle in learning and knowing him as I never had as a teenager. This

project would last six years.

By late August 2003 the Roadster was ready to go. I purchased anti-freeze and a battery from the local parts store, checked out the electrical system and the wiring, and added gas to the tank. Everything was set. Would it start? I wished that my Dad could some-

how guide me in getting the engine running. I did succeed in getting the engine started and it ran great.

I am sure Dad had to have been smiling. Mentor's Roadster was running again, forty years to the month after he first bought the car.

On June 27, 2004, Mentor's Roadster was dedicated at a church service with my mother, Nelle, in attendance. The congregation had a laying on of hands ceremony. Not much is left to show of Dad's original work, but his car is finished and is dedicated to him. I wish that my Dad could be alive to see his Roadster now.



## The Running Board Minutes by Ferne Hellie

### November 19, 2008 Meeting

Michael Bostwick*	Doug Nelson*
John Chandler*	Marv Nisly
Burt Edwards*	Don Petersen
Ray Hansen	Tom Ruttan*
Bert Harrison	Ed Weber*
Bill Hellie*	Roger White
Ferne Hellie	Bud Wright
Bjorn Klingenberg*	Ed Zielinski
Larry Leek*	* Denotes a Board Member
Chuck Neal	Meetings open to all members

Ferne Hellie reported that we need window shades and a pull-down screen to help us present our seminars and other programs. Doug Nelson proposed that we purchase blinds through Mr. Mini Blind, who will provide them to us at cost. We will do the installation work ourselves. The blinds will be in period style matching our 1930's building. The plans for the new shop building have been completed and donated to us by architect, Michael Wellman. It will be 20' x 24' and will be built in the same style as the Service Station. Doug has donated 2 fir trees which will be cut and milled by Powerland's steam saw mill. This lumber and other donated labor and materials will keep the building costs to a minimum.

We need to get a permit to allow us to move and reset the Bazaar building for storage and a permit to allow us to build our new shop building. As always, we are grateful to those members and volunteers who supply the labor, the planning, and the materials. We are reminded that your contributions to our projects are charitable donations on your income tax.

John and Bev Chandler will once again attend the 5<sup>th</sup> annual Non-Profit Organization Board Training session in Corvallis on January 24, 2009. John and Bev have utilized the information to benefit the Museum. It was voted to pay their registration fees for this year's session. Our treasurer, John Chandler,

noted that we need to provide written information that shows that we have purchased Director's and Officer's insurance. Doug Nelson will take care of it. John also noted that we are still looking for automobile related products that have been manufactured in the past 150 years in Oregon. The museum now owns a CD that relates the history of the Kaiser automobile that had its beginnings in Oregon. We need information, pictures and history of items for next year's bicentennial. If you have information get it to John Chandler. APMA is looking for a director for next year's Swap Meet at the Steam Up.

R. B. Overby has given us a \$1,000 verbal commitment for the Museum Building Fund. They are offering us a tour of their facility which specializes in 1937 Chevy's. Keep February 21<sup>st</sup> in mind.

Marvin Nisley wants permission to construct a sign to be placed on his motorcycle trailer which will advertise our museum. Permission was granted by oral vote.

The Speedster program sponsored by our museum has been very successful – thanks to all of our mentors, members, and the teachers and students of Roberts High School. A weekly report of the past weeks' classes goes to all who are interested via e-mail. We still need financial sponsorships to purchase tools and parts. Contact Doug Nelson to see how you can help.



A Roberts High School Student

## Our Scooter by Doug Nelson

Robert Stucky of Springfield, Oregon contacted our Museum in November, 2008 to inquire if we would be interested in a "home built" motor scooter from the 1950's. The story of who built the scooter and why is most interesting:

Mel Mattson was a veteran of WWII and in 1953 took a job at the Fulton ship yard in Antioch, California building wooden hulled mine sweepers for the Navy to be used in the Korean War. Mel built the scooter to commute from his home to the ship yard. He stated that it was cheaper on gas and saved wear and tear on his car. The scooter is much like a Cushman scooter of the era. Mel gave the scooter to a friend, who, in turn gave it to Robert Stucky. Mel Mattson kept all the receipts for the parts he purchased to build the scooter. These original receipts came to us along with the scooter. They tell an interesting story of the purchase of each individual part down to nuts, bolts, foam rubber, wheels and tires. The most expensive part was the motor – a new Wisconsin 1 horse power one cylinder engine costing \$117.67. The total cost including all miscellaneous parts was \$189.69. Mel did not record how long it took him to build the scooter in May of 1953. The Museum now has an interesting bit of history that will run and looks pretty good for being 55 years old. Examples of cost per item: toggle switch 40 cents, hub \$8.02, axle \$2.26, trailer tire \$6.25, box of machine bolts 33¢, and rear view mirror \$1.39 plus 5¢ sales tax.



## **The Spokesman: "The Murdock Grant Request" by Doug Nelson**

Members and friends of our museum, We Did IT! We received word that we will receive a \$100,000 "Top off" grant to help us build the easterly 100 X 100 sq. ft. portion of our main display building. This grant is from the J. R. Murdock Trust. "Top off" means that the grant is for the last \$100,000 needed to complete the project. We currently have \$94,000 cash savings in the building fund and another \$33,000 in pledges from members and friends of the museum. This means that we need to raise an additional amount of approximately \$73,000 to build this phase of our building.

This \$73,000 can be in cash, pledges due on construction or in some cases "In Kind" donations. For example, if someone donates \$5,000 worth of needed building materials or services, this would reduce the cash needed. The museum is seeking additional grants to close the gap. Any amount raised at this point will allow us to start construction sooner.

Here are ways to help:

1. Purchase a paver stone for \$125 or \$250 for yourself, your family or as a gift in the name of a loved one. \$100 of each \$125 goes directly into the building fund. One hundred stones purchased equals

\$10,000 for the building. Many museum members have yet to purchase their first paver stone. To date we have sold 393 stones. It is tax deductible.

2. Make a cash donation. It is tax deductible. Designate the donation for the building fund.
3. Donate a vehicle that the museum may sell. An appraisal is required for items over \$5,000. Designate the building fund.
4. Donate stocks or other items of value. There may be year-end tax considerations.
5. Talk it up to friends, club members and people in the community.

Your grant committee, museum officers, and board members have worked hard to receive this grant. It is a real "feather in our collective hats." Thanks to all those who have donated to the building fund in the past. This is a golden opportunity that we have one shot at! Let's make the most of this grant!

## **Speedster Program Info**

By Doug Nelson

The sixth session of the Model T Speedster Program was held Dec. 4, 2008 at Bert Harrison's shop. This was a full work day for the students. A variety of tasks were completed, including a second engine tear down, restoration of a brake cross member, wood wheel, and a rear end. Supervisors were: Blair Wasson, Doug Nelson, Don Blain, Ed Weber, and Ron Hill. The students: Taylor, Zack, Josh, Jessie, and Jesus. The students all received new coveralls and name badges. Ken Logan of Enterprise Car Rental Agency, provided the transportation for the day. The Wolf Brothers from Portland donated a "T" motor, rear end, front axle, and springs.

All on Bert's 80th birthday!



## **Model T Speedster Project By Ed Weber**

The Roberts School students had their second off-campus session at Gary's Automotive in Keizer on October 23rd. Here they learned about sand and media blasting and how to prevent rust on newly cleaned iron parts and they applied a primer coat to all parts.

Last week they built "chassis suspension devices" (saw horses) at the Museum and they used these

devices to lay the frames and other parts on while they did their painting.





## The Vintage Station: Upcoming Events

### January

- 8 Thursday mornings at 10:00 a.m. High School Speedster class meets. Call 503-399-0647
- 21 Board Member meeting, 6:30 pm Service Station
- 31 Petersen Collector Car Auction, Salem 541-689-6924
- 31 Winter Rod & Speed Show Albany 503-370-9146

### February

- 6 Education Committee 6:30 pm Service Station
- 6 Set up Salem Roadster Show State Fairgrounds
- 7 Collector Car Auction, Salem 541-689-6824
- 7-8 Salem Roadster Show State Fairgrounds
- 14, 15 Early Bird Swap Meet – Puyallup
- 15 NWDRA Hi Performance Swap Meet, Canby, OR. 503-644-5707
- 18 Museum Board Meeting 6:30 pm Service Station
- 21 Ardie Overby Shop Tour 5155 SW Erickson Ave., Beaverton, OR 97005

### March

- 6-8 Portland Roadster Show, Portland 503-232-4567
- 7-8 Benefit Car Show, Roseburg 541-672-2359
- 14 Astoria Auto Swap Meet, Astoria 503-325-2324
- 14-15 Almost Spring Swap Meet & Car Show, Puyallup, WA. 360-456-8938
- 18 Museum Board Meeting 6:30pm Service Station
- 20-22 Eugene Roadster Show, Eugene, OR. 541-689-6824

\* Museum booth set up and operating. Volunteers needed.

## How to Join

Get the membership application form at:

[http://www.nwcarandcycle.org/images/Membership Form.pdf](http://www.nwcarandcycle.org/images/Membership%20Form.pdf)

Membership levels are:

**General Member** Annual individual \$35.00 or family \$50.00

**Club Member** Annual club membership \$300.00

**Founding Member** \$185.00 (\$150.00 one time building fund contribution + \$35.00 annual

## About Us

The Northwest Vintage Car & Motorcycle Museum is a 501c(3) non-profit organization. We are dedicated to providing educational opportunities about vintage cars, trucks, and motorcycles for all ages. We have a website at:

<http://www.nwcarandcycle.org>

The Museum is an entirely volunteer, membership-owned museum open to people of all ages, with or without a vehicle.

## Speedster Program Information By Doug Nelson

The Model T Speedster program is off and running. Seven sessions have been held this year at various shops and commercial establishments. Thank you to Bert Harrison and Jay Clark for hosting some of the sessions. Seven students from Roberts High School have attended these classes. Mentors include Bert Harrison, Mike Schlag, Jay Clark, Ed Weber, Don Blain, Blair Wasson, Ken Logan, Ron Hill and Doug Nelson.

Cleaning, disassembling prepping and painting "T" parts, building saw horses, forming sheet metal bucket seats and gas tanks have been some of the tasks the students have done. The current goal is to have a "T" Speedster chassis assembled for display at the Third Annual Salem Roadster Show on February 6<sup>th</sup> and 7<sup>th</sup> at the State Fairgrounds. Come and check out the progress and meet the students and mentors. Donations of "T" parts and dollars are always appreciated. Weekly reports are sent by email and regular mail to sponsors and members. Do we have your email address?

Our special thanks to Enterprise Rent a Car Company for their donation of the van and driver to take students from school to shop sessions.



## From the Toy Box By Bill Hellie

Pulling up to the gas pumps is one of the Roberts School Speedsters. We are very pleased to have this program for the Roberts School students. We hope this program will prepare the students involved for an occupation after graduation.

Because of the work that has been done in the Speedster program and the

recent seminar featuring a Vintage race car, I thought it would be fun to show a vintage toy race car!

This small race car is made by Tip Top Toy Company. It is all metal and was made in the 1930's. The pumps and attendant were made by Lesney of England.



1930's Tip-Top Toy Company Racer

## Order Your Paver Stones NOW!

**Single paver** is a 6" X 12" **single** brick with 3 lines (15 characters per line including spaces) or a total of 45 characters.

**\$125.00**

**Double paver** is a 12" X 12" **double** brick with 6 lines (15 characters per line including spaces) or a total of 90 characters. Business logos available.

**\$250.00**

Consider paver stone as gifts for: Christmas, birthday, memorials, & more. See the form on page 3.

### Contacts:

John Chandler at 503-371-1852

Ed Weber at 503-390-3804

**Buy a paver stone  
see form on page 3**



PO Box 15, Salem, OR 97308-0015  
<http://www.nwcarandcycle.org>

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