



# MOTOR TRANSPORT MUSEUM NEWS

Volume XVII No. 1

31949 Highway 94, Campo, CA, 91906 - Ph. (619) 478-2492

Spring 2015

Web Site: [www.motortransportmuseum.org](http://www.motortransportmuseum.org) ♦ E-mail: [motortransportmuseum@gmail.com](mailto:motortransportmuseum@gmail.com)

The Motor Transport Museum will hold its yearly membership meeting and open house on Saturday, April 18th. See the enclosed flyer for details.

Our feature story was written by Frank Ball about his participation in January in an automobile rally commemorating the Panama-California Exposition held in San Diego's Balboa Park in 1915. The Exposition celebrated the completion of the Panama Canal and many of the present Balboa park buildings were built for the Exposition.

Sadly one of our esteemed members, Gary Murdock, has recently passed away. His obituary is included on page 3 of this newsletter.

## Geriatric Motorsports

*By Frank Ball*

On Saturday January 10th the city of San Diego held a rally commemorating a motorsport event of 100 years ago. As an opening for the Panama-California Exposition celebrating the building of the Panama Canal, San Diego held a motor race on the streets of Point Loma, a peninsula jutting out into the ocean just west of downtown. The original race was 300 miles on a six-mile loop starting and finishing on Rosecrans Street in the Midway district. The winners averaged 65 miles per hour.



*Carl's Model T Roadster trailered and ready for the rally.*

The rally was organized by the Horseless Carriage Club of San Diego: participating vehicles were scheduled to assemble for public viewing in a parking lot near the Automotive Museum in Balboa Park. The road-able entries were then to drive to Point Loma, drive the old race route one time and return to Balboa Park for the remainder of the show. Among the 40 participants were five or six real race cars, circa 1915. I believe one was a participant in the original race. There were many very nicely restored old cars of a century ago. Model T Fords outnumbered other brands but the participation was quite varied and interesting.

About a year ago Carl Calvert purchased a 1915 Model T roadster rebuilt by the late Gerry Sweany a few years ago. Gerry was a self-made "mountain man" and sheet-metal working expert, an exceptional combination to be sure. The roadster body is completely hand built and embellished with mountain-man tools mounted on the sides of the body; a shovel, axe, coil of rope and rifle scabbard. The wood-spoke Model T wheels were replaced by stronger wheels made from the blades of a disk cultivator. The result is a recognizable Model T but a standout among the other Model Ts restored to their original design. Carl entered this roadster in the Centennial event but, being Carl with many irons in the fire, found he was committed to do something else on that date. Carl asked me to trailer his entry to Balboa Park to participate in the event.

My wife Josie and I decided to recruit some help to manage the loading and unloading of the vehicle and participate in the activities. We called for help from Robin and Clark Williams of Japatul. Robin seemed to enjoy a short ride in the Model T when she visited the MTM at an earlier time. Clark is a friend from my days of off-road racing and Clark is mechanically oriented to be sure. Inviting Clark turned out to be a fortunate choice for me and especially for another unnamed participant, as you will see.

There are some important differences between driving a Model T and a modern car. At the driver's feet there are three pedals. The right one is a foot brake used like the foot brake in a modern car but much less effective. The left pedal operates two forward gear ratios. The hand-brake lever at the left keeps the left foot pedal halfway depressed. That is the neutral gear position. When the driver releases the hand brake half way the left foot pedal remains in neutral position with the parking brake released. Pressing the left pedal down moves the vehicle forward in low gear. Pressing the middle pedal down moves the vehicle backward. These steps only work if you have used enough hand throttle to keep the engine from stalling under load. It is pretty easy to use pedal and lever combinations to put the vehicle in two gears at once but that just causes the engine to come "uncranked." To carry on from there a "re-crank" is needed.

To start out and advance to higher forward speeds press the left pedal down using enough throttle to get going. Release

the hand-brake lever all the way. Back off on the hand throttle and release the left pedal simultaneously. The pedal will now



*Three Model T participants lined up for the pre-rally car show. Carl's Model T is second from the left with Robin dressed in early 20th Century motoring attire ready to go.*

come up to the top position and the vehicle will be in the high-speed gear. From there the driver can control the speed with the hand throttle. There are only two gears unless the vehicle has a two-speed rear axle, an after-market modification brand named a Ruxtel gear. Carl's Model T is so equipped, with a shifting lever at the driver's right hand. That lever can be moved forward for high-speed range or back for low speed, providing two more gears. However, the speed range can only be changed with the vehicle moving and the left pedal half way down and the hand throttle backed off. That is with minimum rolling torque on the drive train. Along with all this hand operation one has to devote some attention to the steering wheel.

We trailered our Model T entry to the parking lot designated for participants. We coasted the vehicle off the trailer and roped it to Clark's truck for a towing start. It started quickly and we were off to find our spot in the show. Clark has leg bones half again the length of mine so it was a shoehorn fit but he rode with me the quarter mile from the parking lot to the display venue near the Automotive Museum. We took a spot among several nicely restored vehicles; most of them were other Model Ts. I took a stroll through the grounds to see the other entries. Some were vintage race cars and some of the race cars were restored to very pretty condition.

A driver's meeting was called at the scheduled time where we were given instruction on the detailed plan for participation. Robin, in period costume, rode with me to our assembly location at Liberty Station.

When the entries were all there the convoy proceeded to the start/finish line on Rosecrans Street. Now Josie rode "shotgun," also in period costume topped off with Robin's hat and scarf.

Clark followed with his truck to aid if a fault in the plan should occur. A restored Model T that was parked next to us at Liberty Station was having trouble getting started. It ran poorly getting this far, often backfiring. I pulled out but Clark offered to tow start the troubled Model T. It ran but shortly

caught on fire. It was not a big fire but had the potential of becoming very serious for the owner. Clark found a blanket in his truck and with the help of a couple bottles of drinking water, extinguished the flames.

Josie and I participated in the parade around the streets of the racecourse of 100 years ago, unaware of the events occurring behind us. It turned out that no provision had been made for traffic control so we had to negotiate the blend of parade and normal traffic, not knowing if and when to obey traffic signals. The checkered flag was given to all participants returning to the finish line on Rosecrans Street.



*Josie Ball with hat and scarf, ready for the drive.*

We then returned to the assembly place at Liberty Station where Josie traded the rider seat, back to Robin. The return route to Balboa Park was optional by instructions at the driver meeting. I knew that Laurel Street led back to the park over the high Balboa Bridge. When I found the opportunity to take Laurel Street I took it. I was soon reminded that Laurel Street heading out of town has a pretty steep hill - I could see it ahead. I proceeded to find the lowest gear and the highest throttle I had. The Model T met the challenge but without much performance to spare. Clark pulled up close behind on the hill in case the Model T would need a resting place to override gravity if the hill had been too steep.

We took our place in the display back at the show in Balboa Park, spending an hour or so watching other people watch us. After the show we loaded the Model T on the trailer and returned it to Campo with no further problems.

It is hard to imagine the race of 100 years ago when Point Loma was mostly sagebrush and cactus. This year's race was a test of the drivers' commuter skills rather than racing skills. It's hard to imagine what the next 100 years will bring to the Point Loma race course.



*The Model T gets the checkered flag at the finish line at Rosecrans Street.*

### **In Memorium**

Gary Murdock, a long time member and supporter of the Motor Transport Museum died on December 7, 2014. He was born in San Mateo, CA and moved to San Diego with his family at age 13. He met his wife, Susie, in 1974 and they were married in 1978.

He was an electronics engineer at Teledyne-Ryan Aeronautics where he worked on development of the altimeter for

the Viking Mars Lander and the radar system for the Star Wars program.

His interests were far ranging, he was a licensed private pilot, enjoyed hiking and sailing, was a long time member of the San Diego Model T Club and served as president in 1992. He built a 19th century machine shop in his basement, complete with belts, pulleys and overhead shafts.

Our sincere condolences to his wife Susie. Gary was a good friend and will be greatly missed.



Gary Murdock 1946-2014

### Recent Donations

The Motor Transport Museum accepts donations of vehicles, tools, literature and miscellaneous items. The Museum is a 501 (c) (3) charitable organization and all donations are tax deductible.

**Paula Mendell** of the Reliable Pipe & Supply Company



*The 1964 International flatbed truck donated by Reliable Pipe & Supply Company. Notice the special cab with spaces on each side for loading long sections of pipe.*

has donated four vehicles to the Motor Transport Museum:

- A 1999 Chevrolet flatbed 3500 truck.
- A 1994 Ford F-350 flatbed truck.
- A 1971 International Loadstar Pin Cab truck.
- A 1964 International 1600 Pin Cab truck.

The MTM thanks Ms Mendell and Reliable Pipe & Supply Co for their generosity in helping the Museum to attain its goals.

### New Members

A new Life member of the Motor Transport Museum enrolled since our last newsletter is **Michael Patris** of Alhambra, CA, New General members are **David McChesney** of Vista, CA, **Richard Bates** of San Diego, **Robert Denico** of Wiscasset, ME and **Rick Tenbrock** of El Cajon, CA. We welcome these new members to our Museum and thank you for your support.

### Upcoming Events

The Antique Gas and Steam Engine Museum will hold its **Antique Engine and Tractor Show** on June 20th-21st and June 27th - 28th in Vista, CA. There will be a tractor and equipment parade, wagon rides, train rides, blacksmith shop, wheelwright shop and weaving and spinning demonstrations. There will be RV camping available on the premises. For more information visit [www.agsem.com](http://www.agsem.com).

The **MTM Board of Directors'** meetings for the Spring quarter of 2015 will be held at the Horseless Carriage Foundation Library at 8186 Center Street in La Mesa, CA at 6:30 PM on the following Thursdays:

**April 16th**

**May 21st**

**June 18th**

Everyone is encouraged to attend.

### Hours of Operation

The Museum facility at 31949 Highway 94 in Campo, CA is open to the public every Saturday from 9 AM to 5 PM. Admission is free, donations are accepted.

Wednesdays and Fridays are work days and members are working on projects. Visitors are welcome to come in if the gate is open.

### Members! Advertise Items for sale in the Newsletter!

The Motor Transport News is now offering a sales insert page for museum members. Got a vehicle, motor or some parts that you would like to sell? Are you in need of some vehicle parts or a particular type of equipment or truck?

Now you can reach hundreds of buying and selling sources by advertising in our newsletter, and it's free! Check out our new sales insert for more information on how you can place your Ad in our "For Sale" ads and "Items Wanted" ads.

All ads must be placed before the 10th of March, June, September and December. Check out the sales ads insert in this issue for more information.

### Get Your Newsletter by email

You can donate towards MTM's cause without spending a dime by simply receiving these quarterly issues of the *Motor Transport Museum News* by e-mail. This way MTM can save mailing costs and use the savings towards operating expenses. You will get an instantaneous PDF copy of the newsletter without the Museum spending money on printing and postage. Email us at [motortransportmuseum@gmail.com](mailto:motortransportmuseum@gmail.com) and subscribe.

### Remember

The world requires at least 10 years to understand a new idea, however important or simple it may be.

*Sir Ronald Ross*

### MTM Officers and Directors

The officers and directors of the Motor Transport Museum are as follows:

**Officers:** Greg Long, President  
Bill Fields, Vice President  
John W. Thomas, Secretary  
Carl E. Calvert, Chief Financial Officer

**Directors:** Jim Jensen, Bill Jellyman, Mike Anderson,  
John Thomas, Carl Calvert, Bill Fields,  
Bryan Butler, Sherman George and Mark Scudder

# ITEMS FOR SALE



**1960 International Stake Bed**  
**MTM Ref.#RN699**  
**\$1,200.00**



**1964 International Truck With Camper Shell**  
**MTM Ref.#RN009**



**1964 Chrysler Imperial Crown Coupe, No Motor**  
**MTM Ref#RN400**  
**\$400.00 OBO**



**1964 Chrysler Imperial Crown Coupe, 413 V8**  
**MTM Ref#RN400**  
**\$800.00 OBO**



**1969 International Travelall V8,**  
**65,269 original miles**  
**Ref. Carl Calvert**  
**\$1,800.00**



**Davey Air Compressor**  
**125cfm Gas, 2axel**  
**MTM**  
**Ref.#RN702**  
**\$350.00**



**1927 Mac Truck Cab and Chassis**  
**Chain Drive Dual**  
**Ref. Carl Calvert**  
**\$6,000.00**



**1953 Packard Clipper Straight Body**  
**4door, V8**  
**MTM Ref.#RN388**  
**\$1,400.00**



**2 1960 Divco Milk Delivery Trucks**  
**Motor Transport Museum**  
**Ref.#RN600 & RN#602**

**\$1,400.00**



**Very Rare Obscure Metal Art "Woman and Pig"**  
**(must be sold together)**

**\$363,176,991.13**  
**OR ANY OFFER**



**1915 White Car**  
**No Body, Extra parts**  
**MTM Ref.#RN1093**

**\$2,000.00**



**1965 International Pickup**  
**excellent shape**  
**Historical Plates**  
**MTM Ref.#RN228**  
**\$800.00**



**1991 Chevy Cavalier**  
**2 Door, 21,000 miles**  
**Minor Body Damage**  
**Ref.#RN885**  
**Any Price Acceptable**



**1 Cylinder Novo**  
**12" Mud Pump**  
**Ref.#RN1954**

**\$200.00**



**Gardner Denver R12cg**  
**Air Compressor**  
**Ref.#RN514**

**\$300.00**

# Motor Transport Museum

Friends and Members

## 2015 Open House

**Saturday April 18th, 2015**

**10am - 4pm**

Fairbanks/Morse hit & miss and 1930 Clark Diesel Engine demo  
Truck Movies • Music • Yard Sale • Book Sale • 50/50 Raffle  
1926 AC and 1922 AB Mack ride • Show vehicles

**\$5.00 Lunch At Noon**

Food supplied by the Motor Transport Museum

**Come and Join Us at:  
31949 Highway 94  
Campo, California  
91906**

Directions: Campo is approximately 50 miles from San Diego on State Route 94. From San Diego, go east on Interstate 8 to Buckman Springs Road. Go South on Buckman Springs 9 miles to the junction of Highway 94. Turn left at the "T" intersection. Go about 3/4 mile East on Highway 94. The Motor Transport Museum is a nine story tall Mill Building and 5 acres of transportation history with more than 200 old trucks.

For more information check out our Web Site at:  
[www.motortransportmuseum.org](http://www.motortransportmuseum.org)

E-mail us at: [motortransportmuseum@gmail.com](mailto:motortransportmuseum@gmail.com)

Or call us at: (619) 478-2492 or (619) 993-1220



**Motor Transport  
Museum**

**APPLICATION FOR MEMBERSHIP**

New  Renewal

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Street Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

|  |                |                |                |
|--|----------------|----------------|----------------|
| General Membership   | 1Yr \$20 _____ | 2Yr \$40 _____ | 3Yr \$60 _____ |
| General - International Membership (Non USA Mailing Address) |                |                | 1Yr \$25 _____ |
| Corporate Membership   |                |                | 1Yr \$75 _____ |
| Life Membership  |                |                | \$250 _____    |
| Endowing Life Membership                                     |                |                | \$1000 _____   |
| Associate Membership - Non Profit organization               |                |                | 1Yr \$35 _____ |
| Jounior Membership - Children under 18 (non-voting)          |                |                | 1Yr \$1 _____  |
| Student Membership - Full time students, 18 - 25             |                |                | 1Yr \$6 _____  |

I agree to comply strictly with the By Laws of the Motor Transport Museum; to conduct myself at all times in a manner which will support and promote the best interest of the Motor Transport Museum

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

PLACE  
STAMP  
HERE

MOTOR TRANSPORT MUSEUM  
31949 HIGHWAY 94  
CAMPO, CA 91908