



# MOTOR TRANSPORT MUSEUM NEWS

Volume XVIII No. 2

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Summer 2016

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The Motor Transport Museum held its yearly membership meeting and open house on Saturday, April 16th. Details of the festivities are given in this newsletter. Frank Ball gives an account of maintenance work done to the 1912 Mack Julian Stage, the museum has installed solar panels to save cost of electricity and an update on the museums cleanup and reorganizing projects. Also included is a look at new members, new acquisitions and an inquiry for your opinions. Enjoy your summer and keep cool!

## MTM Open House

The annual MTM Membership Meeting and Open House was held on Saturday, April 16. It was a beautiful sunny day, windy in the morning but calming down around 10:00 AM.

Carl Calvert cranked up his one cylinder Clark diesel engine and Andy Andrews operated the three-cylinder Atlas marine engine. Frank Ball ran the recently restored Ford Model TT truck and Andy Andrews used the orange Ford Model A Doodle Bug tractor to pull a hay wagon for hayrides.



Frank Ball, who mastered the restoration of our 1925 Ford TT, is driving two "Miss Daisies" on a museum tour.



A thrilling hayride was given by Andy Andrews pulling a 4 wheel steer wagon with a Model A "Doodle Bug".

The most interesting operating vehicle was a World War II Weasel, a tracked amphibious vehicle owned by member Mike Anderson. It was designed and built by Studebaker and was meant for use in snow where wheeled vehicles were impractical.



Mike Anderson giving rides in his unique World War II amphibious vehicle called a Weasel.

Hot dogs and hamburgers were cooked by Life member Bill Jellyman. The meat and fruit salad were supplemented by chili cooked by member Bill Fields and Quinona salad provided by Josie Ball. Dessert was homemade ice cream provided by Carl Calvert.

Ten lucky raffle winners walked away with some great prizes such as Matchbook Antique Truck scale models, museum hats, museum T-shirts, National Geographic photo books and two metal wall hanging maps of the USA with pictures of license plates depicting the states. The maps were made by John Lewis and donated for the raffle.

A special window applique was presented to John Lewis and Rick Tenbrook identifying them as the "Proprietors" of the gas station. The antique station from the 1920's is complete except for paint and a few clean up items. John and Rick are the ones who took it over after about 12 years of neglect and brought it to life. Thanks, John and Rick for all your good work.

Over 100 men, women and children attended the Open House taking in the enjoyment of rides, exhibits, history, motors in operation, good food and good company.

### **The Museum installs Solar Panels**

*By Carl Calvert*

In 2014, the museum was paying the highest rate San Diego Gas & Electric, our local electric utility, was charging for electric use. This was their “Commercial Rate” which was over twice the rate charged for residential users. Our monthly bill was nearing \$300 per month for our 3-days per week use at the museum. The remaining use was for the two live-on residences at the museum.

This is when the museum decided our Long Range Plan should include for a roof-top solar system, to be installed on the long shed roof that shades the loading dock on the south side of the Mill. We obtained bids and in March 2015, we applied to the County of San Diego, Community Enhancement Program for funds to install the system. In June of 2015 the funding was approved for \$26,600 and these funds were received in September of that year.

We employed a solar design company, Off Grid Systems in Kearney Mesa to design a system for us. They informed us we would need a civil engineer to do roof load calculations to satisfy the County. We found Knox Engineering of La Mesa, and Mark Knox. His engineering along with the 12 page design plans by Off Grid Systems were submitted to the county and approved in September 2015.

With everything approved, we began purchasing the hardware and the required 28 solar panels. Rick Tenbroek, John Lewis, Andy Andrews and Carl Calvert all stepped up and began the roof repair and upgrade to accept the new solar panels. We reinforced the roof structure by adding eight 3-inch diameter steel posts 9 ft. in length that John Lewis donated, Andy did the welding, we hired Rick Perez to do the primer and paint on the old roof, John, Rick & Carl installed the panels and electrical system, and the system was completed.

Within days, the County and SDG&E approved our work and we were authorized to turn the system on. Right away we noticed the meter running backward. Our \$280 monthly electric bill has decreased to less than \$25 per month. Our excess electricity is now being sold back to SDG&E. This is a green energy project in which we are getting our electric from sustainable sources and are eliminating our reliance on brown energy. What a joyous feeling!

### **Museum Revitalization Project**

The museums acceptance of donations over the years has allowed us to accumulate the majority of our truck collection as well as items pertinent to the transport industry. At the same time many of the items we’ve accumulated are not relevant to the history we want to communicate. In many cases these items have become an obstruction to our collection and to our work place.

In an effort to make the presentation of our collection and the work area where we restore our collection more accessible for our visitors and members, the Board of Directors decided it was time to reorganize the museum.

For the past year volunteers from the Board of Directors have been diligently cleaning up the grounds, relocating non pertinent items (*much of which we hope to sell*) and utilizing our Camp Lockett buildings for storage of our vehicles needing indoor preservation.

This has been a daunting job requiring a lot of muscle that has been provided at various times by volunteers Mike Anderson, Bill Fields, Sherman George, Greg Long, Andy Andrews and Bryan Butler. Although work on the outside will need to be continued, at this stage in the progression they have begun work inside the Mill.

The next step is to clear items out of the west side of the mill and build an accessible shop specifically for the restoration and maintenance of our collection. There we will strategically locate machinery, cabinetry, work benches and tools allowing plenty of area for several projects to be worked on. The east side of the divided building will be used strictly for a display area to showcase our restored vehicles, for exhibits, memorabilia and for documenting history.

Many of the visitors at our Open House last April complimented us for the cleanup work that we have accomplished thus far and expressed excitement for what we have planned. Our hope is that these improvements will help bring more members to our facility to get involved as volunteers.

### **Overhaul of Julian’s 1912 Mack Stage**

*By Frank Ball*

Sixteen years ago, the MTM restored a 1912 Mack Stage for the Julian Historical Society. It was the first motorized stage to run from the end of the San Diego & Southeastern Railway near Lakeside to the town of Julian, a distance of about 30 miles over rugged mountain roads. Since its first appearance in Julian’s 1999 Fourth of July parade the restored stage has served faithfully in festivals and other functions.

Over these years, wear and tear and some functional weaknesses have become evident so this handsome old horse was returned to the barn for some repairs and improvements.



The overhauled Julian Stage stops at Cameron Corners for gas.

I took on the job of completing the overhaul with the help of Andy Andrews of MTM and Bob Beers, Brian Steutel and David Rabbai of Julian.

Most noticeable among things that needed attention was that the engine was not running well had a tendency to overheat and sounded rather too clattery for comfort. At the back corner of the body, the steel bracket anchoring the roof-support stanchion was broken.

Andy Andrews did a skilled repair of the steel bracket at the back corner, adding a hidden gusset to improve strength.. There has never been a gas gauge on this vehicle so we made a bracket to hold an appropriate wooden dowel near the tank-filler cap for convenient probing of the fuel level in the tank.

I opened the valve chambers on the engine to find that the lock nuts on two of the exhaust valve lash adjustments had come loose defeating proper operation of the exhaust valves on two cylinders. All the valves were removed; lapping the valves verified they were straight and in good condition. Removing the valves also revealed that one valve spring was significantly mismatched to the others. A better match was scavenged from another engine in the yard.

We put in about three gallons of motor oil and ran the engine for testing. Road tests revealed more engine concerns. Prodigious fuel consumption has always been evident, but lacking experience, none of us were in a position to know what to expect as normal. Other troublesome characteristics have been low power and a tendency to run too hot. The combination of these things and the lack of other explanations began to make me suspect improper valve timing so David and I opened the front of the engine and found that there is no timing mark on the crankshaft timing gear. Careful study and measurement seemed to indicate the timing gears were meshed with the camshaft gear retarded by one gear tooth. The mesh was corrected and the engine front reassembled.

The 100-pound radiator was removed to expose the front of the engine for work there. The brass panels on the radiator were heavily stained by the spilling of hot cooling system chemicals over the years so we put significant effort into the tedious job of making the brass bright again.

More road tests indicated some improvement in performance. We tightened some shaft packing's to help control minor oil and water leaks. With the Stage running well again we loaded it up on Carl Calvert's trailer and he took it up to the AGSEM show at Vista, CA and then to Julian for their summer festivities. It was good to see the Stage again and have an opportunity to fix its problems.

### **New Members**

New General Members of the Museum enrolled since publication of the last Newsletter include **Bill Childs** of Jacumba, CA, **David Byrum** of El Centro, CA, **Ricardo Da Rosa** of San Diego, and **Lou Crow** of Spring Valley, CA. Also enrolling as new General members are **Art Colgate** of Tucson, AZ,

and **Ramin Kabbi** of Descanso, CA, We welcome these new members to our Museum and thank them for their support.

### **Upcoming Events**

The **25<sup>th</sup> Annual Automobile Heritage Festival and Car Show** hosted by the National City Chamber of Commerce will be held on Saturday August 27 at Kimball Park in National City, CA. Besides the 200 antique classic cars competing for awards there will be live music, food commercial booths and a concert. Entertainment for children will include martial arts exhibitions, face painters, and The Magic of Alfonso. Admission is free. Please visit [www.VisitNationalCity.com](http://www.VisitNationalCity.com) for more information.

The **Antique Gas and Steam Engine Museum** will hold its annual **Summergrass Festival** August 19<sup>th</sup> through August 21<sup>st</sup> at its facility at Vista, CA. This year's show will feature The Gibson Brothers, David Parmley and Cardinal Tradition, Chris Henry and the Hardcore Grass among others. There will be overnight camping on the premises. For more information please visit <http://www.summergrass.net>.

Julian, CA will hold its annual 4th of July parade on Monday July 4th on Main Street in Julian, CA. It will include four marching bands, equestrian groups in full dress and locals riding in vintage vehicles. In addition to the parade there will be a gunfight with the Julian Doves & Desperados, two flyovers by vintage aircraft, food, T-shirt sales and more. For more information and driving directions please visit [www.julianparade.com](http://www.julianparade.com)

The **MTM Board of Directors'** meetings for the Summer quarter of 2016 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:

**July 14th                      August 18th                      September 15th**

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 workdays 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" and "Items Wanted" section. Place ads before the 10th of March, June, September and December.

### **Remember**

A creative man is motivated by the desire to achieve, not by the desire to beat others.

*Ayn Rand*

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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.

**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

MOTOR TRANSPORT MUSEUM, APPLICATION FOR MEMBERSHIP

NEW  RENEWAL

Name _____	Spouse _____		
Street Address _____	City _____		
State _____	Zip _____		
Telephone _____	eMail _____		
GENERAL Membership	1 Yr \$ 20 _____	2 Yr \$ 40 _____	3 Yr \$ 60 _____
GENERAL-INTERNATIONAL Membership (Non USA mailing address)	1 Yr \$25 _____		
CORPORATE Membership	1 Yr \$75 _____		
LIFE Membership	\$250 _____		
ENDOWING LIFE Membership	\$1000 _____		
ASSOCIATE Membership - non-profit organization	1 Yr \$35 _____		
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 _____	



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