

McMinnville Auto Club

Presents
ROUTE 99

Our Monthly Newsletter

Volume 6 Issue 1

January 2010



President Exhaust  (hot air)

THE MYSTERY CAR

My mother worked as a technical illustrator for Boeing for one year in 1966—1967. She lived in a little mobile home in Renton, Washington. Mom did a lot of the illustrations for the pilot flight manual for the new 737 that was being developed at that time. I was attending the University of Oregon at the time and would go up on weekends to visit her.

Over a period of several months, I had noticed a 1955 Ford Sunliner convertible that sat at the entrance to the mobile home park. It sat there with the top down and never moved. It had a thick layer of dirt and dust over everything, including the entire interior. The car was in nearly perfect condition and I thought it strange that this gorgeous car, should just continue to sit there in total neglect. I asked my Mom about it but she knew nothing of its owner, only that it had been there in the same spot for many months.

Finally, on one of my visits, curiosity got the best of me and I went to check the car over. The car looked complete, although exceptionally dirty. It was sitting adjacent to a busy four lane highway and all the dust from the highway, along with rain, had given the car a rather forlorn look. I looked in the glove box and found the registration. The owners address

indicated they lived just a few blocks away. I drove to the address and knocked at the door. A lady in her late forties or early fifties answered the door. I asked if she owned a 1955 Ford convertible. She said they had sold a 1955 Ford about a year earlier, that had belonged to their son. She went on to tell me that their son had been killed in the Viet Nam War. The car had sat in their driveway for several months and only reminded her and her husband of their son. They had decided to sell it, because of the sadness it evoked. Apparently the new buyer had only paid half of the \$500.00 purchase price and as a consequence they still had the title. I described the condition of the car to them and indicated it looked abandoned. I asked the husband if it would be alright if I looked the car over better and he said sure.

When I returned to the car, I opened the hood and found the optional (for that year) 292 V-8. The battery was in the car, so I hot wired it and to my surprise the engine turned over enthusiastically. I rustled up a little gas to prime it and it started on the second turn. To my astonishment, the engine ran like a top. I let it run awhile and thought, what the heck, lets see if the top will come up. It did, although I was thoroughly drenched from rain water that had collected in the folds of the canvas top. The top, other than being dirty, looked brand new. The car still had current plates on it, so I drove it over to the owners. They couldn't believe it was the same car they had sold. I asked them if they

would consider selling the car to me. The husband indicated he would think on it. When I returned the next day, the husband came to the door and seemed to be distraught. When I inquired about selling it, he quietly told me, that seeing the car again had brought back extreme sadness for his wife. He wanted the car taken away as soon as possible and asked what I would give for it. Slightly unprepared, I stammered that I would give all that I had in my billfold, which was \$27.00. He frowned, thought a minute and said "that will do". He gave me the title and off I went back to my Mom's place with my new prize.

I had never owned a convertible before so I drove the car all the way back to McMinnville with the "top down". It was February and probably not over 40° but it was a thrill. Fortunately those old Fords had very good heaters and with a warm furry coat I survived.

Over the next couple days, I cleaned the car up. It was a doll. Light blue with a white top, blue and white interior. It ran and drove perfect. I left it at home while at college and my step sister's boy friends taught her how to hot wire it. I knew nothing about this until I came home one weekend to find she had dented the left front fender. I drove the car for a couple years. Those of you who have convertibles or have driven convertibles, know that there is hardly anything more fun than driving a car with the top down, on a warm afternoon, with the wind blowing threw your hair.

But to this day, it is still a mystery to me why would someone walk away and abandon a perfectly good running car, a convertible at that.! It had current tags and a half tank of gas when I acquired it. The battery still had a good charge

And the top was down. It was as if they intended to leave the car for just a few minutes and return shortly, but never did.

Note: If you look closely at the picture of the interior, you'll see my Mom's car in the background. A 1959 Cadillac Coupe de-Ville. Don't I wish I had that now, along with the Ford.

Happy New Year to one and all. Let's hear from you: Jack & Purita Morgan



CALENDAR OF EVENTS

To obtain information regarding car shows, swap meets, etc. go to www.all-oregon.com. When you pull it up, select events and the month you are interested in reviewing or you can pull up our web site to find valuable information.

www.macautoclub.com

Next board meeting:

First Thursday of Month
January 7, 2010, @ 6:00 pm
734 NE Baker St
McMinnville, Oregon 97128

Next club meeting

Second Thursday every Month
January 14, 2010, @ 7:00 pm
First Presbyterian Church
390 NE 2nd.
McMinnville, Oregon 97128

For our club meeting on January 14, 2010 we will host a pot-luck dinner. Ray has gotten permission from the church to use the inner dining area. This will add a nice formality to the event. The club will supply a ham for the main course. We ask club members to bring either a salad, a hot dish (potatoes, casserole, etc) or a desert.

We're planning on having some entertainment that we hope will be enjoyed by both the guys and gals.

This should be a very enjoyable evening so we hope as many of you and your wives can come.



Three astronauts were chatting at a bar. One American, one Russian, one Italian.



American says, "We were the 1st. to land on the moon."

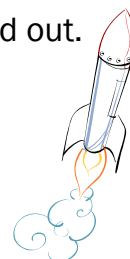
Russian says, "We'll be the 1st to land on Mars."

Italian says: "We gonna be the first to land on the Sun."

American says, "Ha! Land on the Sun? You'll burn up!"



Italian says, "Ha! We got it figured out. We gonna go at nite."



Club Officers:

President: Jack Morgan 503-472-7441
Vice President: Colin Armstrong 503-472-6489
Treasurer: Gene Ehlers 503 472-5427
Secretary/Editor: Ray Clevidence 503-680-3116
Membership Chair: Mike Irwin 503-474-5737
Program Chair: Rich Custer 503-472-8090
Sponsor Chair: Don New 502 550-6800
Publicity Chair: Kevin Gebhart 503-474-0668

McMinnville Auto Club

Route 99 Monthly Club News Letter

PO BOX 1682, McMinnville, Oregon 97128
Ray Clevidence (503) 474-3665

r.clevidence@verizon.net

www.macautoclub.com

leave information at:

info@macautoclub.com



**December 17, 2009 General Meeting was our
Christmas party!!**

It looks like they are having too much fun

White Elephant
Gifts



Door Prizes





CLASSIFIEDS:**Edge Master Mobile Sharpening:**

Knives-Garden Tools-Shears.
 Harold Krieger 14038 SW McCabe Rd.
 McMinnville, Oregon 97128.
 Call him at 503-434-8044
 He will come to you and sharpen your items at
 your home, work or wherever.

Nisbet Art Works.

Fine Art Watercolors and Instruction.
 Sepha Nisbet Artist/Owner. (503) 434-5427.
 2042 NW Elm, McMinnville, Oregon 97128.
 www.nisbetart.biz
 Email sepha@nisbetart.biz.

Wheels.

Chrome "Boss" 308's, 20 inch 10 spoke
 Made in the USA
 Wheels came off Ford Exploder.
 Hancock Ventus ST Radial Tubeless M&S
 275/45R20 109V are attached. Make an offer:
 Wheels new were \$1,795.00.
 Call Ray (503) 474-3665

All Steel Car Ramps

Brand new, only \$25.00.
 Call Don New 503-550-6800.

2004 Ford Explorer: SOLD**Wanted:**

22' to 23' travel trailer. Not over 5 years old
 and in good condition. Self contained, slide out
 if possible. Need windows at both ends of the
 trailer. Call Ray (503) 474-3665

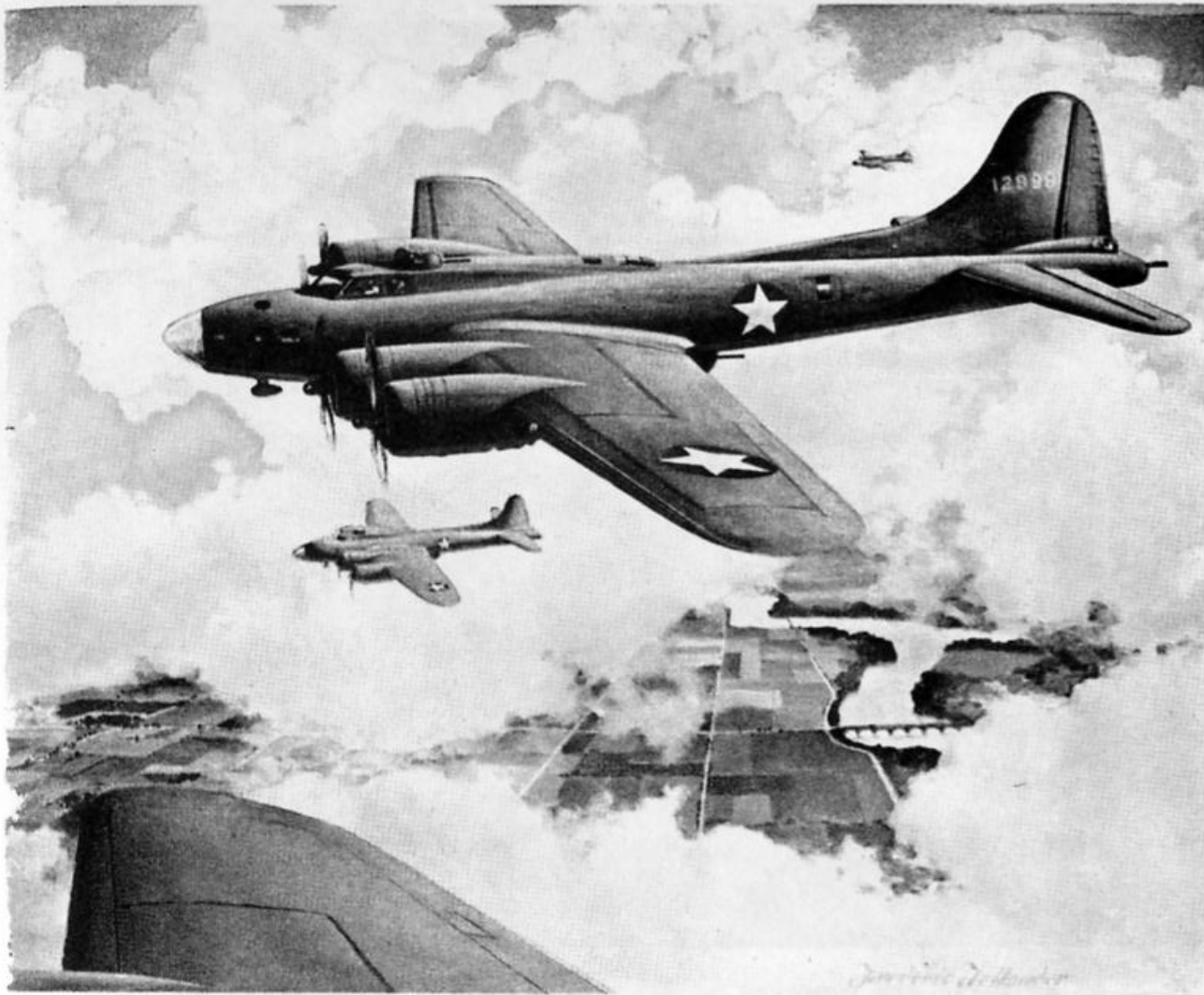
A u t o T r i v i a :

How many of you know that almost all the
 engines that powered the B-17 Flying Fortress
 were built by Studebaker during World War 11?
 The engine was a nine cylinder air-cooled radial
 that produced up to 1,600 horsepower each,
 running on 130 octane gasoline.

Studebaker also produced almost 200,000 6X6
 trucks that could carry a payload of 5 tons.
 Many of these trucks went to the Soviet Union.
 The Russians would eventually copy them
 , virtually down to the last nut and bolt, and build
 them for decades as medium duty GAZ trucks.
 Some of these trucks are still in duty on Russian
 highways today. In fact, for many years, the
 word for a truck in Russia was simply
 Studebaker.

How many of you know what GAZ means? If
 you know send Ray an email with a full
 description and you will win the prize!!!



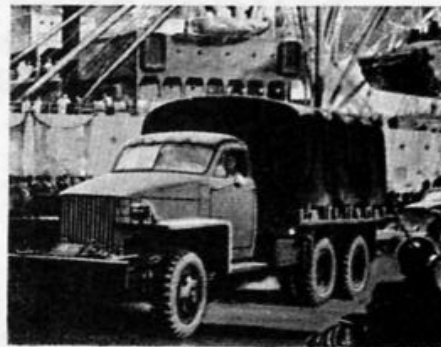


Studebaker craftsmen again give "more than they promise"

The devastating bombing power and matchless fighting power of the Boeing Flying Fortress make comforting daily items in the war news.

Studebaker, America's oldest manufacturer of highway transportation, is privileged to collaborate with Wright, America's oldest producer of airplane engines, in providing flying power for this invincible dreadnaught of the skies. And Studebaker is also building much other war matériel, including tens of thousands of big, multiple-drive military trucks for the forces of the United Nations.

Today, as for generations past, Studebaker craftsmen make their watchword—"give more than you promise." Every Studebaker employee is justly proud of the achievements of his organization in the arming of our Nation and its Allies.



War Trucks for the United Nations! Studebaker, famed for years for dependable transportation, has now become one of the largest producers of big, multiple-drive military trucks for the forces of the United Nations.

Studebaker BUILDS WRIGHT
CYCLONE ENGINES
FOR THE *Flying Fortress*

Corvette Sting Ray Convertible and Camaro SS Convertible.

Camaro hugs the road with the best of them.

If you've ever driven a Corvette Sting Ray, you know what handling's all about. About as precise and steady and smooth as they come, right? Never a question *who's driving what*. Trouble was, after one ride in a 'Vette nothing else quite measured up. Not until Camaro came along. If you've never driven "The Hugger," you're in for a big surprise. From the way it sticks to the pavement to the way it straightens a curve, you know this one's got Corvette's sporting heritage. Go on! Let a '68 Camaro do its stuff. Even if you've never driven a Corvette.



'68
Camaro  **Corvette**

Be smart! Be sure! Buy now at your Chevrolet dealer's.

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Chip's Auto Restoration 14550 SE Foster Road. Dayton, OR
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Email: cars@onlinemac

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1-800-364-6458

J & W Carstar Quality Collision service 1100 NE Lafayette Ave.
McMinnville, OR 97128 (503)474-0328

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97128 (503)472-BREW (2739)

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97128 (503)472-6151

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The Muffler Doctor 2600 NE McDonald Lane, McMinnville, OR
97128 (503)472-1146

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McMinnville, OR 97128 (503)474-9361

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Butch Jurhs Logging 16260 SW Sunrise Lane, McMinnville, OR
97128 (503) 472-1518

Kevin Gebhart Edward Jones 833 NE Hwy 99 Suite C, McMinnville, OR
97128 (503)474-0234

Riverside Auto Repair 3325 Riverside Drive & Highway 99W, McMinnville,
OR 97128 (503)474-4024

Oil Can Henry's (Roger and Sandy Dickinson) 2185 NE 27th Street,
McMinnville, OR 97128 (503)435-2579

Auto Zone Store 2237 101 NW 15th St. McMinnville, OR 97128
(503)434-1291

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(503)474-9695

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Valley View Retirement Village 15600 SW Rock of Ages Road
McMinnville, OR 97128

Copy Cats 235 N. Hwy 99W McMinnville, OR 97128 (503) 472-0119

AERO PLANNING International, INC. (503) 472-1234





McMinnville Auto Club
PO BOX 1682
McMinnville, Oregon 97128

COLD WINTER COMING??

It's late fall and the Indians on a remote reservation in South Dakota asked their new chief if the coming winter was going to be cold or mild.

Since he was a chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

But, being a practical leader, after several days, he got an idea. He went to the phone booth, called the National weather Service and asked, 'Is the coming winter going to be cold?.'

'It looks like this winter is going to be quite cold.' the meteorologist at the weather service responded.

So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later, he called the National Weather Service again. 'Does it still look like it is going to be a very cold winter?'

Yes,' the man at National Weather Service again replied. 'it's going to be a very cold winter.'

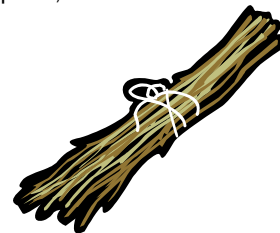
'The chief again went back to his people and ordered them to collect every scrap of firewood they could find.

Two weeks later, the chief called the National Weather Service again. 'Are you absolutely sure that the winter is going to be very cold?'

Absolutely', the man replied. 'it's looking more and more like it is going to be one of the coldest winters we've ever seen.'

'How can you be so sure?' the chief asked.

The weatherman replied, 'The Indians are collecting firewood like crazy.'



Remember this whenever you get advice from a government official.

Question where they got their information!!

