

# Messenger



Volume 10, Issue 3

"EDUCATION IS OUR PURPOSE"

July—September, 2012

## START YOUR ENGINES FOR THE 2012 SHOWCASE!

By Doug Nelson

Photos by Mike Bade

Each year from May through September we display vintage cars and motorcycles in the Museum.

A goal of this program is to encourage our membership to participate and show their vehicles and share them with the community at large and, of course, promote the Museum. This year we have more outstanding examples for your viewing pleasure. Because of space, only a few of the amazing photos by member Mike Bade are printed here (and inside, check out pages 2 and 3). To see full-color photos of all the vehicles in this summer's exhibit, visit our website at [www.nwcarandcycle.org](http://www.nwcarandcycle.org).

The display committee decided to feature Studebakers in honor of the folks who contributed to the Studebaker neon sign now mounted on the east wall of the Museum. The featured Studebakers on display include Larry Leek's 1913 all-original Center Door Sedan. Mike Larsen's 1924



Vern Ivy's 1955 Studebaker Speedster

Big 6 Touring is an impressive red and black "beast" with rare factory disk wheels. Vern Ivy's green and yellow 1955 Speedster, a one-year-only model that can best be described as "wild" in design. Richard

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Larry Leek's 1913 Center Door Studebaker Sedan

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## 2012 Summer Showcase, continued from Page 1 .....

Schindler's green 1960 Station Wagon, an outstanding restoration of a now rare example. Flynn Case's 1964 Daytona Lark convertible is really cool in jet black with



Mike Bade's 1933 Plymouth PC Business Coupe



Robert Stuckey's 1961 Studebaker Hawk

white top and red interior. Robert Stuckey's 1961 Hawk is painted champagne and cream and is the last model with fins.

Other first-time cars on display, starting with the oldest, are a 1910 Reo Touring, all original and unrestored. It has been in the same family ownership for over 100 years. It belongs to

Gary Hodges, the great grandson of the original owner. A 1914 Model T Fire chief car is festooned in red black and gold with all brass accessories. It is owned by Bruno Amicci.

One of the highlights of the show this season is a 1928 Cadillac dual cowl Sport Pheaton resplendent in two tone red paint, red leather upholstery and tan top. It sports dual side mounts and disk wheels and is owned by Bill Jabs.

New to the Museum this year is a 1929 Ford AA Stake bed truck. It was restored to perfection by James Rowan and donated to our museum in 2011.

A 1933 Plymouth PC Business Coupe was restored many years ago in Salem by Roy



Bill Jabs' 1928 Cadillac Sport Pheaton

Bloom. Mike Bade is now the proud caretaker and owner of this stylish car.

Bob Pipkin did a number on his 1934 Ford Cabriolet Resto-Rod. It features a 1966 Buick 425 V-8 engine and a turbo 400 transmission. It appears stock but would be known on the street as a "Sleeper."



Bob Pipkin's 1934 Ford Cabriolet Resto-Rod





Ardie Overby's 1937 Chevrolet Demonstrator car is a superb restoration of the real thing. It features every accessory available in 1937 including a neon sign in the rear window advertising 1937 Chevrolets.

A 1938 Ford Fordor Deluxe Sedan is all original in tan paint and mohair upholstery. The V-8 engine purrs! It is owned and cared for by William Chambers.

The 1950s are well represented at our museum this season, starting with a 1953 Pontiac Chieftain four door sedan purchased new by the owner's grandmother, Pearl. Drake Rosling is the owner now.

"Cute" best describes Arnie and Linda

Anderson's 1958 Metropolitan Coupe. It even has a windup key to help power it down the road. A two-tone green-and-white paint job looks great on this tiny car.

Number 55 is a 1961 Bugeye Sprite set up as a Sebring race car. It is painted cherry red and has wire wheels and a roll bar. The original upholstery is still in this car owned by Doug Nelson.

Luxury in 1966 was spelled Thunderbird Town Hardtop. It features a 428ci v-8, 6-way power seats, a swing away steering wheel and a two tone blue and white paint scheme. It is owned by Annette and Mickey Hatley.



Drake Rosling's 1953 Pontiac Chieftain



Arnie and Linda Anderson's 1958 Metropolitan Coupe

The 1970s are represented by a 1971 Jensen Interceptor donated to our museum in 2011. It is a rare original car, hand built by Jensen Motors in England. It needs a foster parent to give it some TLC. Any volunteers?

Other cars on display that are owned by the museum are two Model T Ford speedsters built by high school students, a 1925 Buick Coupe, a 1923 Ford Touring car, a 1953 Dodge sedan, a 1917 Stutz Bearcat replica

and a carryover from last season, a beautiful 1931 Buick Sport Coupe owned by Pat Boyd.

A color booklet of this season's vehicles will again be produced and be available for sale along with something new for the museum, color postcards of the cars on display. These will be available at the museum store.

## Letter From the President

By Mike Bostwick

**W**e are opened for a second year and can use all the help we can get. Some of the help will be with just small things like helping clean before the Steam-Up, taking 4 hours to be a docent, or helping with the High School Vehicle Show and Swap Meet which is July 8. There is always something to do around the Museum, labor-wise, paperwork-wise or administrative-wise!

Talking about help, Don Feller is working to fill out this year's docent schedule, so please call him or one of the board members if you are interested. Don has revised the docent program based on what we learned last year. It was a real experience to be a docent, talking to people about yourself, the cars, bikes and the Museum programs.

The Speedster Group finished the third Speedster, and the students learned to drive it! (See the story on page 7). The mentors did a great work teaching the students and are appreciated by the students and their families. Thank you, mentors! The program may change a little next year and if it does more mentors will be needed. It's not hard work and it is very rewarding.

Is it time for you to become one of the small group of members that are working very hard for all of us? The meetings are the third Wednesday of the month at 6:30 PM in the Texaco Service Station at Powerland and everyone is welcome to attend. Our ladies' group meets at the same time. Come and see how they have made the Museum more interesting! Please try to come, the more members that get involved the easier it is for everyone.

The Museum is you and your friends, and what the Museum becomes in the future is up to you and your friends and the effort you all are willing to put in to it. Come visit us to see what has happened so far or just look on the web site [www.nwcarandcycle.org](http://www.nwcarandcycle.org) for the latest information on the Museum.

Thank you for being a member and supporting the Museum. If you have any question or comments for me or the board please call or email.

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

## High School Vehicle Car Show & Swap Meet

By Mike Bostwick

**T**he High School Vehicle Car Show and the Swap Meet All-in-One is on July 8.

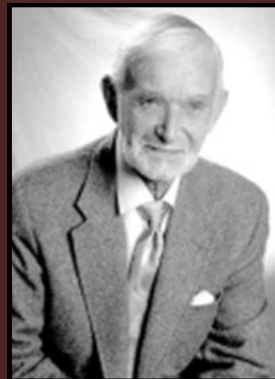
It worked together last year with a few small problems that we have worked out. The committee needs 7-8 people to help on Saturday July 7 for move-in, and 17-20 folks are needed on Sunday, July 8. Please call Don and get involved, sign up for duty.

On Sunday it is very interesting to watch the students with their vehicles, talking to others about their vehicles and comparing vehicles. Along with the show there is the swap meet at which you find interesting things and auto parts.

If you are interested in helping with the event, please contact Don Petersen at 503-246-6939.

## In Memoriam: Paul "Skeeter" Treber

Sept. 19, 1935 - Dec. 31, 2011



**P**aul "Skeeter" Treber passed on New Year's Eve, 2011. He is survived by his wife, Kate. Paul and Kate have been active and loyal friends and members of the Museum, often driving their Model A Ford pickup to events and offering the pickup for display. At his request, no funeral or service will be held. A celebration of life ceremony is planned for this summer, date to be announced. Our condolences to his family and friends.

## Thanks for the Donations!

By Ed Weber

**W**e'd like to offer a heartfelt and public thank you to:

**Ken Austin**, gift of 36 foot flagpole.

**Debbie and Tony Vassallo**, in remembrance of her father, Robert B. Kennedy, his collection of Ford books.

**Ardell Johnson**, gift of books, oil bottle, trouble light, jacks, magazines.

**Will and Wendy Warner**, gift of 1951 Chevrolet Pickup.

**Marty Boehme**, for the donation of many books and magazines from his personal collection.

**All those folks** who renewed their memberships.

**All those folks** who donated some extra money along with their dues.

Every item and every dollar is greatly appreciated. THANK YOU!

## The Not-So-Tall Tale of the Very Tall Flagpole

By Doug Nelson



**I**t was a cold and rainy day and our flag pole donated by Ken Austin was laying forlornly on the ground awaiting its moment of rebirth. Our hero, the white bearded Marvin Nisley, arrived on the scene to save the day. Armed with an assortment of tools and some friends with a large truck, he directed a four-foot-deep hole to be drilled. After drilling the hole, this happy crew promptly filled it with concrete except for a center tube of plastic pipe large enough to hold the flag pole. At this point, our hero and his friends left because as everyone knows, concrete has to set up.

Two days later Marvin returned to find the concrete

hard and his plastic pipe firmly in place. So firmly in place that it would not come out as planned. I am told, as I was not there to witness the event, that the very air we all breathe was turned blue in the neighborhood as Marvin tried for three hours to separate the pipe from the concrete. Marvin is a resourceful and persistent fellow and would not let the pipe get the best of him. Fortunately for all of us, our hero prevailed and the pipe came out in pieces, I'm told.

Later, Marvin's two friends and their boom truck reappeared and the flagpole was carefully lifted by a fiber sling, as to not scratch it, and it was set in the concrete base. The smile on Marvin's face was worth all the effort when he placed his special newfangled level on the flag pole and proudly pronounced the job well done!

Our special thanks to Ken Austin for donating the flag pole and to members of the Beaver Chapter of the Model A Ford Club for their cash donation to purchase the flag and materials.

## Jubitz Truck Stop Display Partnership and Opportunity!

By Doug Nelson

**O**ur museum has developed a new partnership with Jubitz in Portland, similar to an agreement with the Pacific Northwest Truck Museum and Jubitz. We are displaying a car on a rotating basis in their retail lobby and in turn we have the opportunity to advertise the Museum and collect donations.

Currently on display is a 1951 Buick Woody owned by Doug and Kay Nelson. It has been popular with the Jubitz patrons and many pictures have been taken. Several people have now come to Powerland as a result of the display.

If you are interested in having your vehicle on display at Jubitz for a 3-6 month time period, contact Doug Nelson at 503-399-0647.



## First Annual All-Club Rendezvous a Success!

By Doug Nelson

**T**he first annual car club rendezvous was a qualified success given the uncertain weather conditions.

Eight clubs combined to bring 39 cars and trucks to the meet. Twenty-two other cars and trucks came and were not associated with any club. Three motorcycles also showed up. The clubs that were represented:

Willamette Valley Street Rods

Willamette Valley Model T Ford Club

Beaver Chapter of the Model A Ford Club

Silverton Flywheels

Obsolete Fleet Chevrolets

Henry's Half Tons

Model A Ford Club of Albany

Buick Club of America, Portland Chapter

The folks from the Brooks Historical Society served breakfast and lunch during the show. This is the main way they fund money for their museum, the Brooks Depot, at Antique Powerland. Their effort was much appreciated.

Many thanks to those members of our museum who came early and stayed late to register our guests and be gracious hosts at the show. Special thanks to member Arnie Anderson who took charge of parking the vehicles in a very attractive manner.

At 1:15 pm, the predicted rains came and suddenly the outside party was over but continued inside the Museum for another hour or so. Thanks to all who came to the show. Hopefully we can build on this and have a larger show and more sunshine next year.

## 1951 Chevrolet Donated for 2013 Speedster Program

By Doug Nelson

**W**ill and Wendy Warner donated their 1951 Chevy pickup to the Museum to be used for the benefit of the speedster program. They purchased this truck in 1961 for \$695.00 with 39,150 miles on the odometer and have used it carefully for over 50 years on their farm in the Colton, Oregon area. It is in very good shape considering its age, with only a few minor dings and scrapes. Most of the original paint is present. A Gem Top canopy is included that was fabricated by the founder of U-Haul trailers in Portland, so there is some historical significance as well.

Next year's speedster class will be able to get some experience working on this "modern" vehicle. The truck needs a number of tune-up items due to its age and length of service, and items such as brake parts, a clutch plate, manifold gaskets and the like are needed. For anyone desiring to see the truck, it will be in the museum garage this summer. If you are interested in mentoring the kids on this type of vehicle, call Don Blain at 503-585-8078.



*Where there's a Will, there's a way. The Warners' donated 1951 Chevrolet Pickup will soon be the #4 Speedster. Thank you, Will and Wendy!*

## Speedster Class of 2012 Hits the Road

By Ed Weber



Paige Pittman practices "3-on-the-floor" as Don Blain keeps one foot on the floor...and one on the exhaust pipe.

On Tuesday, June 12th, the Speedster Class met for the last time this school year. A lot was accomplished and everyone had a great time. In addition, mentors and students were unexpectedly reacquainted with two major laws of chemical reactions:

- 1) **Water does not burn.**
- 2) **Rubber does melt.**

The morning was spent getting the car ready for the afternoon drive. Because the upholstery work on the bucket seats was not complete, temporary cushions were fashioned. Work on installing the dash board was completed. Headlights were installed. Some floorboards were installed to keep feet off the ground. And the gas tank was filled.

Students and mentors broke for lunch and were treated to luscious pizza provided by Dean Lohrman.

The anxiety grew during lunch because now was time for each student to drive the car.

An attempt to start the car and back it out of the garage failed. It was discovered that the gas tank had been filled with water. Yes, water **does not burn** and no, don't use a red gas can for carrying water. Water and gas were soon separated and the old Ford was popping on all four.

Don Blain rode shotgun while each student received instructions on how to use "3-on-the-floor" and how speed is controlled with a throttle, and not a foot-feed or accelerator. He reports that all did quite well with the exception of one

student that was hell-bent on taking out the photographers when he hit the throttle in the wrong direction and failed to find the brake pedal. Everyone escaped without incident. One student, Nick Hill, attended but could not drive because of a recently broken leg that had not healed.

Students receiving "Model T Ford Driving Certificates" were Nick Hill, Tim Powell, Jason Scott, Jay Gordon, Paige Pittman and Jacob Rausch.

Oh yes, I mentioned that **rubber does melt**. Well it seems the floorboard crew, led by Don Peterson, did not get all the floorboards in place. When riding with inexperienced drivers, Don Blain had his feet well planted on the floor and a good grip on the sidewalls in preparation for anything that might happen. Upon completing one of the "rides" Don discovered he had planted one of his shoes on top of the exhaust pipe and when his shoe slid off he could smell burning rubber and see the melted rubber on the pipe. Good thing they were Dr. Scholl's, Don!



Congratulations, Speedster Class of 2012!



## Update for the Ladies

By Joanne Blain

If you visit the Museum this year you will see that the ladies have been very busy setting up some lovely displays of period clothing and accessories for your viewing pleasure. Our hats are off to all of those who participated in bringing this year's display to completion.

Speaking of hats, we have chosen to feature hats from various periods this year for our theme display. You will enjoy seeing all of the different styles from the very simple to the more ornate.

Our raffle quilt is nearing completion and you will soon be able to view this also. We are now gearing up for the annual Steam-Up weekends (July 28/29 & August 4/5) and have a need for help in the following areas:

1. Selling raffle tickets & crafts
2. Welcoming people to our display area
3. Providing crafts for our sales table

Last year we had a number of people who provided us with wonderful items to sell and are hoping for even more this year. Thirty percent of all sales are donated to the Museum, together with all proceeds from the quilt raffle.

Please contact Joanne Blain at 503-585-8078 if you are interested in helping out in one of the listed areas or have questions. We need your help!



Photo by Mike Bade



**Above:** Ladies' brown traveling ensemble plus miscellaneous accessories.

**Left:** Hats are the theme this year, displayed from Sandy Grulkey's collection.

**Below:** Lousie Feskins shares her collection of lovely clothing.





## Fundraising Update 2012

By Doug Nelson

**A**s we head into our eleventh year it is time to take a serious look at raising funds to build the front of our museum building. The J. M. Murdock Trust has encouraged the Museum to go for a second major grant to help complete our building to be built on the existing 60' x100' slab. The Trust would fund the last \$140,000 after we raise the first \$185,000. The key to a successful fundraising campaign is to have contribution levels that are comfortable for all members and friends of the museum. Before starting the first phase of our building we sold \$45,000 worth of paver stones, and a generous donor stepped up with a matching \$45,000. The front part of that slab remains in place and is ready to use. In addition the underground utilities are in place ready to use. For the purpose of this fundraising effort we are taking credit for \$75,000 worth of improvements.

Our present challenge is to raise \$185,000 in new funds to qualify for the Murdock Trust grant . How do we do this? First, we have all the yet-unsold stones in place at the front of our building. When a \$125 6" x 12" stone is sold, \$100 goes directly into the building fund. Same with a 12" x 12" \$250 stone, \$200 goes to the building fund. Therefore, when we sell 300 to 500 paver stones we can bank up to \$50,000. We have done this once before and we can do it again!

Second, as a non-profit organization, we can accept donations of cash, stock, and personal property. The donor may receive a tax benefit along with the

knowledge that their donation is going to build a lasting facility. (Read further to see how you can help this way).

Third, other foundations have building funds available for charitable organizations such as ours. The challenge is to identify them and to make them aware of what we doing for the community. The membership is encouraged to help in this area.

Fourth, we are planning a fundraising auction next year. May 18, 2013 is the target date. Put that on your calendar now and plan to attend. It will be held in the main display building and will be an invitational sit down dinner auction conducted by Pat and Pat Brothers. The museum will provide the people power. This event will take the place of our spring potluck for the coming year. It promises to be a fun event!

Included below is a pledge agreement. Currently we have \$5,700 as a result of three committed pledge agreements! This is a great start. Please consider this as a way to donate and budget your funds over the next 1-2 years. A signed pledge for any amount counts towards our commitment to match the potential Murdock Trust grant. The folks at the Murdock Trust would like us to raise 40% of the \$185,000 before we submit our final application. When we have achieved this amount, it will greatly enhance our ability to obtain the grant. All pledge agreements will be kept in confidence. A running total will be publicized as we move forward and close in on our goal.

### PLEDGE AGREEMENT — — — — —

To the Northwest Vintage Car and Motorcycle Museum located at 3995 Brooklake Road N.E., Salem, Oregon, the undersigned pledges the following amount:

\$\_\_\_\_\_ to the Museum for use in the construction of Phase #2 of the main display building.

Your pledge is payable upon the final commitment from the J. M. Murdock Trust to fund their portion of the project.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Museum Representative  
(to be signed upon receipt)

\_\_\_\_\_  
Date

Send your Pledge Agreement to:  
P.O Box 15  
Salem, Oregon 97308

(Or call Doug Nelson at 503-399-0647 to pledge by phone.)

## The Toy Box: Moko Tin Plate Limousine

By Chip Hellie

**T**his is the toy that started my father and me into collecting old toys. We both fell in love with this charming toy.

It is a Moko tin plate limousine made in Germany. Moko was an old established toy maker founded by Moses Kohnstam. He died in 1912 and his three sons took over. They barely survived WWI, and later two of the brothers escaped Germany in 1933 with the growing Nazi threat and

went to England. They sold off toys at half price and took the proceeds to purchase housing for other Jewish families fleeing to England.

This particular toy was actually built for Moko by the Georg Mangold firm. It has opening doors, a driver, and the best feature is under the hood where one can see the "pistons" moving up and down.

The Moko firm merged with the English firm of Lesney to become Moko Lesney. They are best known for their famous Matchbox series toys.



Photos by Chip Hellie

## Business Profile: Walz's Rebuilt Auto Parts

By Bjorn Klingenberg

**I** have had the pleasure of working with Matt Walz of the Walz's Rebuilt Auto Parts in Salem. I had developed problems with the ignition system of my 1949 MG TC and Matt went to work on it. He managed to solve the problem completely, even offering a home visit to install the components. When Doug Nelson asked me to contribute a story to the newsletter I asked Matt if he would be willing to tell us about the history of the company and the services it offers. The story follows here:

Rotating electrical is the core business of Walz's Rebuilt Auto Parts. In August of 1983, Matt and Mark Walz opened their shop doors in Salem, Oregon. Both brothers were born and raised in Salem, so it seemed fitting to begin their rebuilding business here. After three years at their original location on Broadway Street, in 1986 the brothers moved the shop to its current location at 348 Market Street NE. The two-man shop grew; they consistently have two other full-time employees.

Not only has the family business grown over the last 29 years, so has their reputation. They are known for their quality units and product knowledge, with an emphasis on solving customers' starting and charging needs. When they first opened their business they sold starters, alternators, and generators. Since then they enlarged the product line to include regulators, solenoids, relays, heavy duty battery cables, cable ends and connectors. Originally serving the automotive and trucking industry, they quickly expanded into the agricultural, industrial, and marine markets. In the last few years, Matt and Mark have noticed an increase in the need for starting and charging systems for restoration projects of vintage vehicles, tractors, and various pieces of equipment. They enjoy the opportunity to provide rebuilding services for these projects to customers throughout the Willamette Valley.



## The Automotive Mascot

By Chip Hellie



**T**his mascot is called the "Seattle Bird" and was produced in 1929. It was designed by Stanley H. Waddingham and came with or without its glass eyes. Appears to be nickel over brass and fitted to any type of car.

This mascot image gratefully provided from James R. Colwill's book *"The Automotive Mascot, A Design in Motion"*.

## The Poetry Corner

### Car Nut's Lament

By Martin Doerfler

Not for sale - the lady says  
He's gonna restore it someday  
Not for sale - the old man says  
It's my boy's and he's gone away  
Not for sale - the kid declares  
We're parting it out for ebay

So there it sits - it's a cryin' shame  
In the rain with plates expired  
Grass growin' up around the tires

Why I've got cash for that old Nash  
I sure would take her, that Studebaker  
I'd offer big bucks for that pickup truck

And give them a spot  
On the back of my lot  
With the other cars that I  
Promise to get to before I die  
And I could tell the kid who comes by  
Sorry son, she's not for sale

## Guide to NWVC&MM Contacts...We're Here to Serve!

**Editor & Board Chairman:** Doug Nelson  
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"EDUCATION IS OUR PURPOSE"

P.O. Box 15 • Salem, Oregon 97308-0015  
[www.nwcarandcycle.org](http://www.nwcarandcycle.org)

The NW Vintage Car & Motorcycle  
 Museum is at Antique Powerland, off  
 Brooklake Road, west of 1-5.

1-5 Exit 263, Brooks

10 minutes north of Salem  
 30 minutes south of Portland

## MARK YOUR CALENDARS

July 8	High School Car Show / Museum Swap Meet, showfield
July 13-15	International Harvester Meet at Antique Powerland
July 15	Forest Grove Concours D'Elegance
July 18	Board/Member Meeting, 6:30, Texaco Station
July 21	Chevelle Club at Museum showfield
July 28-29	First weekend of Steam-Up at Antique Powerland
Aug. 4-5	Second weekend of Steam-Up at Antique Powerland
Aug. 15	Board/Member Meeting, 6:30, Texaco Station
Aug. 21	Annual Carousel Cruise-in, 8am to 3pm, Salem Riverfront Park
Aug. 12	All-Ford Picnic, 9am to 3pm, Champoeg State Park
Aug. 18	Obsolete Fleet Cruise-in at PGE Park, 4245 Kale St. N.E., Salem
Aug. 18	Capitol Area Mustang Club Car Show at Skyline Ford, Keizer
Aug. 25	Annual Truck Show at Antique Powerland
Sept. 19	Board/Member Meeting, 6:30, Texaco Station
Sept. 22	Macleay Country Cruise-in, Macleay Store, Salem (Bob 503-873-6152)

June through Sept. 30 the Museum is open every weekend both Sat. and Sun. 9:30am to 4pm

MEMBER/BOARD MEETINGS are the 3<sup>rd</sup> Wednesday of each month, 6:30 PM at the Texaco Service Station on the Powerland grounds. Everyone is welcome!