

Northwest Vintage Car and Motorcycle Museum

Messenger

"EDUCATION IS OUR PURPOSE"



Volume 14, Issue 3

www.nwcarandcycle.com

July – September, 2016

SUMMER DISPLAY UP AND "VROOMING!"

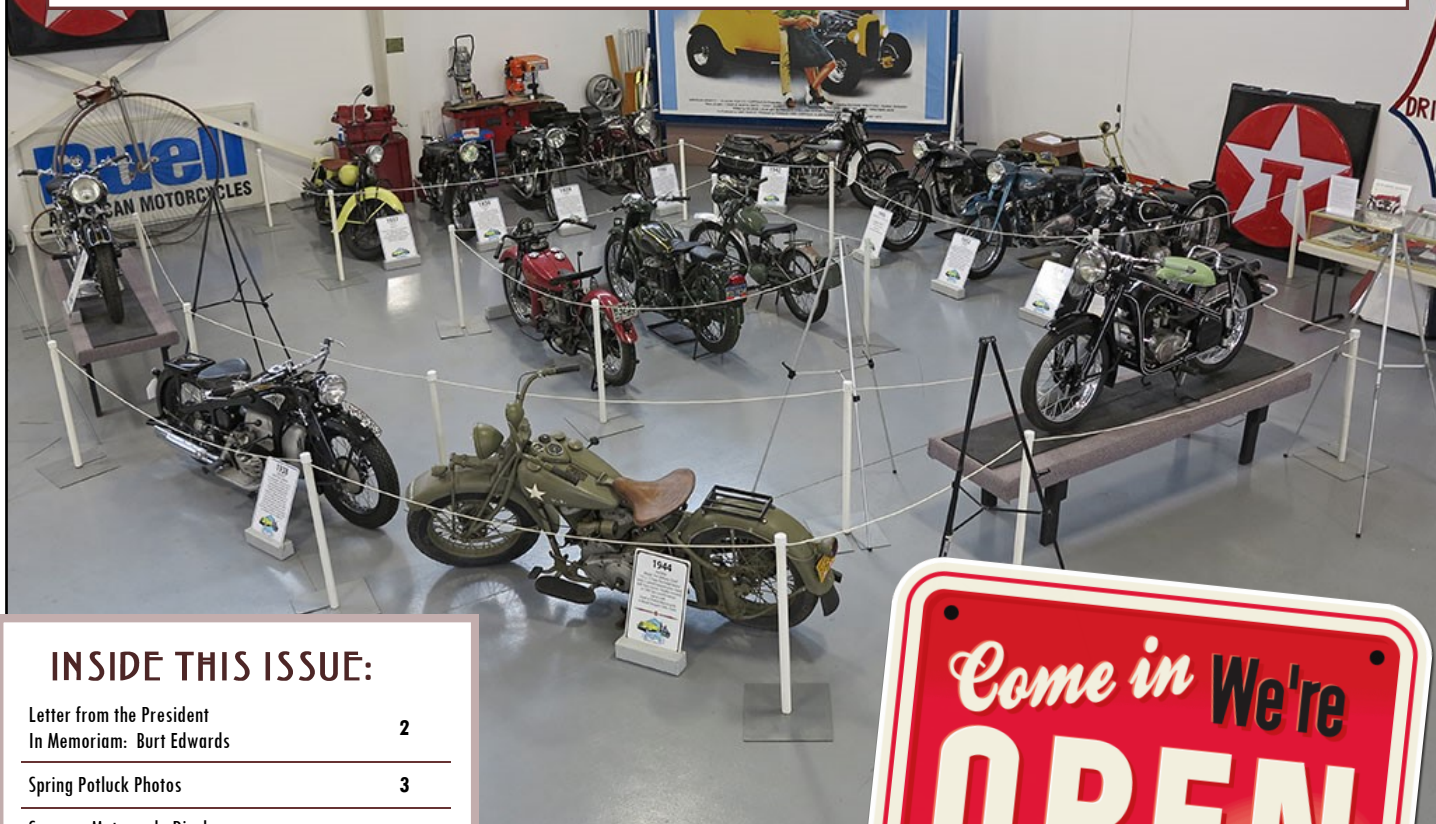


Photo by Spike Smith

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SATURDAYS

9:30 - 4

SUNDAYS

12:30 - 4

(NOW THROUGH OCTOBER 2)

Letter From the President

By Tom Ruttan

Summer is here and your museum is in full swing. The summer display of vintage vehicles is in place and open to the public each Saturday and Sunday throughout the summer until the end of September. There are some terrific cars in the display this time including Bill Jabs incredible 1929 Packard, a beautiful red and white '56 Chevrolet convertible, a drop dead cute orange Citroen, an elegant '30 Cadillac and the Museum's own '09 Cadillac. If you ever wanted to know how the 0.1 percenters lived in the 1920's, Bill's Packard will give you the idea. The motorcycle display is based on a World War II era theme and has many rare pre-war, wartime and post war bikes. We need more docent volunteers throughout the summer so please contact Eric Olson or me to sign up. It's a lot of fun and very educational.

There are many events going on this summer with car club meets and, of course, the Steam-Up on July 30th & 31st and again on August 6th & 7th. This is the major event for all the Powerland museums and the best opportunity to showcase our museums and "strut our stuff." Check the calendar of events in this issue or visit our website at: www.nwcarandcycle.com for more details.

You may have noticed if you visited the Museum recently that construction has been on hold for a while. As mentioned by Doug



Nelson in the last issue of this newsletter, we have been waiting for the window frames to be installed in order to install the brick siding on the front of the building. Recently the Board has taken action to break this logjam and the window frames are now being installed. This will be completed soon and the brick siding installation will follow in short order.

All the best,
Tom Ruttan

In Memoriam: Burt Edwards

Burt Edwards, the first historian of our Museum, passed on in June of this year. Burt had been ill recently, suffering from a form of dementia. He was dedicated to the Museum and donated a number of toy cars and trucks that are currently on display. A number of our scrapbooks were also assembled by Burt. We appreciate his years of service and involvement in the Museum. He will be missed by many. No services were planned.

Spring Potluck Full of Fun, Food, and Friends!



On April 16, members and friends gathered for our annual Member Appreciation Potluck. A good time was had by all! (Especially the few kids that were there, because there were lots of cookies.)



Clockwise, from top:

The group waves to Newsletter Gal Laura...or were they warning her she was about to fall off the crate she was standing on?

Bert and Lucy Harrison enjoy the delicacies offered from the tables.

Gary and Diane LeMaster watch the festivities from the comfort of a park bench.

Summer Motorcycle Display: The WWII Era Influence

By Tom Ruttan

This summer's display of vintage motorcycles focuses on the impact on the design and technology of motorcycles due to World War II. Leading up to World War II, the motorcycle industry had gone through significant changes and consolidation. At the turn of the century through post World War I, the industry blossomed in England, Europe and the US with technology developments and motorcycle manufacturers were being created at an astounding rate. It was (along with automobiles) the technology and economic force of the day, similar to what was seen with the computer technology of the 1970's and 80's.

As the war loomed in Europe, Asia and the US, much of the industrial output was shifted to building war machinery and supplies. German companies such as Zundapp and BMW started to build war bikes, some with sidecars. England also converted from civilian to war motorcycle production including Triumph, BSA, Norton, Royal Enfield and Velocette and later the US with Indian and Harley Davidson. Some of these were based on the civilian models but in some cases new designs were started from scratch to fill specific needs, such as fighting in the desert.

The war forced motorcycle manufacturers to improve and evolve their basic designs to meet the tougher requirements of the battlefield. Suspension and chassis designs were changed to meet these needs as well as improvements to engine designs. After the war many of the civilian motorcycles had telescoping



front forks and other handling and performance improvements.

Our display this year consists of 15 motorcycles covering US, England, Germany and Japan. Indians are represented with a wartime Chief, a rare 2 carburetor/4-cylinder and one from the last year of the Junior Scout. Triumphs are well represented with 2 pre-war singles and a twin, plus 3 post war twins. There is a Harley WLC Canadian war bike, a Zundapp pre-war 4-cylinder, a Velocette pre-war MOV and an early post-war BMW twin. We also have a very rare 1952 Honda single, the first 4-stroke motorcycle made by Honda. We even have a Royal Enfield "Flying Flea" that was dropped out of planes by parachute for elite British paratroopers to use when they hit the ground!

Please visit the museum this summer to see this and the great vintage car and collectables displays.



MUSEUM HOURS (NOW THROUGH OCTOBER 2)

SATURDAYS 9:30 AM - 4 PM

SUNDAYS 12:30 - 4 PM

The Superior Chevrolet

By Stephen Miller

Chevrolet started making the Superior body style in 1923. The model year 1925 was the Chevrolet with the major improvements over the 490 chassis. The improvements are a large crankshaft, half elliptical springs, disc clutch and banjo rear-end.

Connie and Stephen Miller are the happy owners of this 1925 Chevrolet. It came into our life in 1969. A car club member asked me to go look at it and report to the car club about the car, which was for

sale. On the way to the grocery store we stopped and looked at the car, liked it, then went to the bank instead of the grocery store and bought the car. A short time later, the building that it was stored in (and a beautiful 1938 Chevrolet sedan) burned down. Fortunately by that time the car was at our home. That night I reported at the car club that we were the proud owners of a Superior K Chevrolet touring car.

A 1923 Star roadster was also for sale by a club member at the same time. We couldn't afford both

cars so I am glad we picked the Chevrolet, for it is a heavier car and drives faster than the Star. It is an all-original car with a cosmetic restoration. It has been on tours as far south as Burney Falls, CA and as far north as Mt. Angel. On a Crater Lake Tour when our daughter was little, she would say, "Go in overdrive!" as we drove around the rim. When I kicked it out of gear it got up to 40 miles an hour. She wants the car when I can no longer drive.

The car was sold new at Felix Chevrolet in Los Angeles. During 1929 it was sold as a used car in Ashland, OR, to Clarence Taylor. A friend of mine bought it in 1961 and sold it to the Chevrolet dealer in Medford, OR, where we bought the car.

This has been an enjoyable car to tour with and we both drive it.



In addition to the beautiful — nay, *Superior* — vintage car pictured above, some other fine vehicular specimens are spending their summer with us! One of our featured cars is a 1929 Packard (see photo on page 6) owned by Bill Jabs.

We are also proud to be displaying a 1941 Packard, a 1930 Cadillac, and our dear 1909 Cadillac, "Jeannie." Marshall Nelson's 1932 Ford Roadster is also on display this summer.

Another featured car is the '56 Chevy convertible owned by Bob Pipkin, member. Bob also has a 1934 Ford Cabriolet on display.

Day of Docents Happily at Work

By Eric Olson

I think I was told that there would be model A Fords on the 18th, but I decided not to put it on my master docent spreadsheet because it would take up so much space. I expected a lonely quiet day as I drove down the freeway. I guess my records were not so good after my hard drive died a few weeks ago, but when I arrived a few minutes before my shift was scheduled to begin, the place was hopping. Here was docent Rosemary Bostwick folding T-shirts from new inventory in the museum store. Docent Joanne Blain was at her station selling quilt raffle chances. Docent Jack Adams had a hard broom and was sweeping the driveway.



Docent Marshall Nelson contemplates the Packard.

Docent Ken Dietrich was helping Joanne's teenage grandson pull tall weeds that had begun to take over the junkyard.

Dark sky to the west was fixing to make the rain forecast a reality when twenty or so Model A's and a few Model T's putted up in a long line to make an old car lover's heart beat a little better. As they parked, here came the deluge. But it brightened up after a while and there was a Bar-B-Que and visiting and even a drone flying close and far taking pictures of this nice collection of Fords on Chandler field. When it poured, people went into the Museum. It was an easy group, which obviously knew a lot about cars already. Many were surely Museum members as well, and people showed an interest in the new construction at the front of the Museum. The window frames

had been installed since I was here less than a week ago through the efforts of Doug Nelson, Gary LeMaster, and Steve Johnson, all of whom also serve as docents during the summer season. For a few hours people swapped car stories and philosophy. A little kid grinned when told it was OK to climb on the Model T Speedster.

Then after giving rides and holding still for pictures, the Fords chattered and trundled home a few at a time and most of the volunteers drifted away. Then the afternoon was more like I had expected in the first place. Docent Marshall Nelson had time to sit and contemplate the remarkable Packard that is in the doorway this summer. Docent Doug Nelson dusted a few cars while I swept the floor. I was in my element.... because I enjoy puttering and enjoy being around these old machines. The day wasn't what I expected but something interesting always comes up. I always bring a book and have never read it.

Everyone has different skills and passions, and you too should consider where your name would fit nicely on the 2016 schedule. If you've been a docent and have just been meaning to check your calendar, please do so. If you are new to docenting, we can pair you up with a veteran your first time to learn the ropes. There are plenty of spaces available in July and especially in September. You can call me, Eric Olson at 503-289-8889 or email me at erilynolson@gmail.com to specify some dates. I am working on making the schedule live on the Museum website and hopefully this feature will be available soon.

Education Committee Update (and Some Thank Yous)

By Ray Hansen

I would like to say thanks for the efforts of the NWVC&MM Education Committee. They have contributed greatly in educating members and students. These members and the areas they are associated with are: Eric Olson (committee secretary and docent chairman); Bert Harrison (historian and former board member); Lucy Harrison (historian and our link with the ladies group of the Museum); Kay Nelson (library and contributing member); Doug Nelson (board co-chair and display committee representative); Jerry Grulkey (presentation organizer and contributing member); and Don Blain (dead of the speedster program and presentation organizer). All have made contributions of time and effort. They have given valued direction to our education program.

Starting in 2006 when we set our goals and objectives for the education program, until now we have stressed that education be at the head of all plans for the Museum. Recently, the education committee has been making plans for the usage of the new wing and the educational opportunities it

presents. Other recent educational activities have included Don Blain and me attending the Salem-Keizer Homeschool program for educational opportunities for homeschool students. We were able to sign 10 new students up for next year's Speedster Program if there is space available. The Speedster Program is very popular, however, and numbers are limited. The students and mentors are just concluding another successful year. THANKS to all the mentors who have participated.

Finally, Don Blain was asked to drive his 1919 Ford in the Keizer Iris Parade to help celebrate the Old Keizer Elementary School's 100th anniversary. Don's car won the "Best Antique Car" trophy for the parade (see photo below).

In conclusion, thanks again to the education committee members and to all who have helped with mentoring and volunteering at the Museum. If you have any ideas or suggestions for the use of the new education area, please contact any of the education committee members. We welcome your ideas!



On May 21, 2016, Don Blain drove his restored 1919 Model T Ford Touring car in the Iris Festival Parade in Keizer, OR. Tammy Wilds and Ray Hansen, who are on the Festival Committee, took pictures as Don was presented a trophy by members of the McNary High School Football team for the Best Antique Non-Modified Pre-1955 car. Don restored this car himself and enjoys sharing it with others.

The Ladies' Corner: Summer Display Update

By Joanne Blain



The Ladies' Corner at the Museum this year is displaying wedding garments and accessories. Included are wedding gowns, pictures, and various accessory items.

We are once again raffling a beautiful quilt, which will be given away on August 7th (the last day of Steam-Up). Tickets are \$1 each or 6 for \$5. Proceeds go to the Museum's building fund. The ladies have outdone themselves on the quilt this year. It is a beauty. Thanks to Linda Anderson, Joanne Blain, Rosemary Bostwick, Lucy Harrison, Donna Smith, Stephanie DeMoll Patterson and Carole Peterson for all of your help. We are always looking for more volunteers to help with the quilts and displays. You can contact Joanne Blain at 503-585-8078 if you are interested in helping.



The Poetry Corner**Folding a Blue Tarp in a High Wind***A title that has nothing to do with the poem – except the difficulty of writing it.*

By Martin Doerfler

The Chevy was barely in motion
when they heard a small explosion
from under the car where the gears and stuff are
or were..... till Bill dumped the clutch

So they had to get out and get under
and stare with despair and wonder
at three speeds and reverse so very much worse
for wear...and hot to the touch

The Chevy pushed off to the shoulder
the hour grows late the night colder
their transmission rubble - the boys are in trouble
and double..when they tell their folks

But great lucky breaks seem to come
to the young and the broke and the dumb
Out of the night comes Del on his bike
a Hummer...a 125..a two stroke

Del asks "Got a rope? I can tow ya"
Y' think so Del? He says "Oh yea"
might be a slow ride but better than no ride
tie on the rope and get pushin'

And that is the nearly true story
of how Del towed a car with his Harley
a feat so fantastic it's a coffee shop classic
that begins...with a broken transmission.

Bruno Drives to Panama: Part III of a Four-Part Series

By Marty Boehme

Our friend Bruno, after leaving the USA the day his visa was up, was in Mexico driving south to Panama. On his visit with us three years later, he continued his story.

"My car had no back seat, so I bought lots of Goodwill blankets before leaving California. That's how I slept every night. I was considered a rich man, because a lot of people were hitchhiking and I was driving a car."

His car, even though a '59 rattletrap of a Chevy, was a welcome sight for the hitchhikers who were doing the same thing as Bruno. They were tourists seeing all the historic treasures of old world Mexico.

It was scary several times. Some of the Central American countries were in a civil war. Their soldiers were hunting guerrilla fighters and were roaming the countryside in big trucks. Bruno told me, "I was stopped by heavily armed soldiers many times. My Swiss passport saved me!" Meanwhile, Bruno continued his story telling me about how the Pan-American Highway was mostly a dirt road until a major town came into view. Then one time, when leaving a dirt track in the jungle, Bruno was suddenly driving on paved streets. He couldn't believe his eyes. There was a McDonald's!

The Toy Box Gets Real

By Chip Hellie



This time we're not going to discuss an old toy but a super rare motorcycle instead. This is probably the oldest Honda in the US. It's the first motorcycle model that Honda produced. It's the oldest of over 100 million motorcycles Honda has built.

It's a Honda Dream D-Type from 1950. It was Mr. Honda's dream to someday produce a complete motorcycle of his own and here it is. All efforts before the D-Type were merely small engines with brackets that attached to bicycle frames. After the war, there was a great need for economical transportation and Honda filled this need by purchasing war surplus engines and adapting them onto bicycles. He eventually produced his own engines which sold well due in part to his cleverness in producing a fuel to use with them. He made it by distilling pine needles. Gasoline was hard to come by.

The D-Type was a 100cc two-stroke machine. It was produced on a downhill conveyor belt and the bike was the first to be built from precision parts that required no additional work when assembled on the production line. This increased production and this 1950 model was one of 876 built. It represented around 25% of all motorcycles produced in Japan in 1950!

Honda wanted to build his first motorcycle differently from the rest and wanted something easy to ride, even for beginners. It incorporated a semi-automatic clutch where you pushed the gear pedal down to go forward in low and back for high. Releasing the pedal would make it go into neutral. No clutch lever on the handlebars. The frame was made from a pressed steel channel as it was difficult to obtain quality tube steel back then. The frames were painted in a beautiful maroon red color.

The Dream D was built from August 1949 until 1951. Survival rate is unknown but could be as low as a dozen.

This was Mr. Honda's dream, to be a motorcycle producer. He named it a Dream. I wonder if he had any clue just how big his dream of being a manufacturer would become?

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Membership Application

Mail this application along with payment to:

NWVCMM
PO Box 15, Salem, OR 97308-0015

Name _____

Spouse _____

Address _____

City, State, Zip + 4 _____

E-mail _____

Phone number(s) _____

I would like the following level of membership:

_____ Junior Membership ages 12 – 21years \$ 20

_____ Senior Membership ages 65+ years \$ 30

_____ Regular Membership ages 21 – 64 years \$ 40*

_____ Family Membership \$50

(1 or 2 adults over 21 with any number of children under 21)

_____ Club Membership \$500 the first year and \$ 300 each year after.**

_____ Sustaining Membership \$ 1,000+ in cash or material per year.

_____ Life Member (one time fee) \$ 10,000

**(A one year membership will be also given to anyone who purchases a paver stone.)*

**** Representative (Regular Membership) Membership given each year.**

Optional: I/we would be willing to share the following for rotating display purposes:
(please describe the car, truck, motorcycle or related collectible)

1. _____
2. _____
3. _____
4. _____
5. _____

The Museum accepts donations, accepts cars to display and to sell. These donations are used to help build the endowment fund that will help support the Museum in the future.

The Northwest Vintage Car & Motorcycle Museum is a 501 (c) (3) non-profit organization. Your donation is tax deductible to the extent provided by law. Thank You!



"EDUCATION IS OUR PURPOSE"

P.O. Box 15 • Salem, Oregon 97308-0015

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

MARK YOUR CALENDARS

- | | |
|--------------|---|
| July 1-4 | Rollin' Oldies Vintage Trailer Club meets at Powerland
ALSO: Civil War re-enactment at Powerland on Spegle property (docents needed!) |
| July 20 | Member/Board meeting 6:30 pm at Texaco Station. |
| July 30-31 | First Weekend of the Steam-Up. |
| August 5-6 | Second Weekend of the Steam-Up. |
| August 17 | Member/Board Meeting 6:30 pm at Texaco Station. |
| August 20 | Buick Club Meet at Show Field. |
| August 27 | Truck Show |
| September 21 | Member/Board Meeting 6:30 pm at Texaco Station. |
| October 2 | Museum closes for the year. |

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