

Messenger



Volume 10, Issue 1

"EDUCATION IS OUR PURPOSE"

January—March, 2012

FIRST-EVER SEASON PHOTOBOOK PRODUCED

Mike Bade produced our first-ever photo record in booklet form of the summer show season. All the cars and motorcycles are featured in living color with ownership information attached. Photos are by Mike Bade and Mike Spady. The two Mike's captured the flavor and richness of our exhibit. Also featured are Sandy and Jerry Grulkey in period costume (see page 6 for a sneak peek of their photos).

This booklet is available at cost of \$7.50. It is our intention to produce next year's photobook early in the season and sell them during Steam-Up as a fundraiser.

Call Doug Nelson 503-399-0647 for your copy of this historic record of achievement.



Clockwise: 1913 Flying Merkel, built and owned by Chris Culter of Dallas, Or.; 1940 Graham "Sharknose," restored and owned by Vern Ivy of Eugene; 1931 Buick Sport Coupe, owned by Pat Boyd, North Carolina.

Photos by Mike Bade and Mike Spady

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Letter From The President

By Mike Bostwick

This last year was great and a lot happened. The Exhibit Hall was open on weekends from May to October and the Steam-Up weekends were very good for the Museum. Everyone that talked about what we have done was very positive and impressed with our accomplishments. We are looking forward to this May. The Display Committee is working hard to get the display ready.

I wish to thank Don Feller for all his hard work in setting up the Docent Program and all the docents that worked on the weekends this year. It was a real experience to be a docent, talking to people about you, the cars, bikes and the Museum programs. Think about being a docent this year.

The High School Vehicle Car Show and the Swap Meet & Car Show will be on the same day. The committee has started to work on the event which is on July 8, 2012. If you are interested helping with the event please contact Don Petersen at 503-246-6939. On Saturday July 7, 7 or 8 helpers are needed for the Swap Meet move-in, and on Sunday, 17 to 20 helpers are needed. Please call Don and get involved, a duty roster will be out in January.

The existing committees are working hard for you. The Education Committee has worked hard to find and develop programs to educate and inform members and non-members. The 2012 schedule is set, there is still some finalization, but check out what is planned.

The Speedster Group is back at work with new students for this school year and should finish the

third speedster. The #2 Speedster will be going up for auction later this year to help support the program. The mentors are doing great work teaching the students and are appreciated by the students and their families. Thank you, mentors!

The Construction Committee has started on the next phase, the front part of the building, a 60' X 100' addition with two floors, which will complete the building. We are looking at doing this in two phases. First, the entire structure with a completed first floor and then complete the second floor when the funds become available.

The Grant Committee is starting working on the funding. If you have any ideas on where funds can come from please contact one of the board members.

A new event we had in December was a Movie Night which was a big success. Three 16 mm films were shown, one on Transportation, one on the 63 Mustang Prototype and one on the development of the 49 Ford. Thanks to Jerry Grulkey for showing the films and all that helped, thanks to HACO for donating a sound system and screen to the Museum for the movie and future use. We hope to show more movies in the future. If anyone has old movies or programs that may be of interest, please contact one of the Board Members.

Is it time for you to become one of the small group of members that are working very hard for all of us? Let's make it a large group! I would like to thank all of them for their hard work and dedication to the Museum. *The meetings are the third*

Wednesday of the month at 6:30 PM in the Texaco Station at Powerland and everyone is welcome to attend.

Throughout the year the Museum needs all kinds of help on all kinds for projects and we will be expanding the number of committees it will need to operate the Museum. The Finance, Vehicle Donation, Merchandizing and Publicity & Social Networking Committees will meet monthly, others only once or twice a year. Please think about how you can get involved and help the museum grow and improve for you and the community.

The Museum Board Officers are the same for this year, but think about getting involved this fall. This year the Secretary position is an important one that needs filling, please call or email me if interested.

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 to Powerland and back to the Museum at the Texaco Sign to see what has happened so far or just look on the web site 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

Model AA Truck Donated to Museum

By Doug Nelson

Our museum is the proud recipient of the pictured 1929 Ford. Not just an ordinary example, but a superb restoration of the now-rare short wheelbase model. James Rowan, a new member, has donated this truck which he restored himself over a period of years. James found the truck in California and was impressed with the condition and rarity. It is identical to the truck on *The Waltons* TV series of the 1980's. The series was set in the 1930's and the Model AA Ford was the family farm truck featured in many of the episodes.

The level of restoration of this truck is truly



New member James Rowan with his restored 1929 Model AA Ford

amazing. The attention to detail, the fit and finish and workmanship is excellent and worthy of a show winner.

Thank you, James, for this fine donation.

You Are Invited: Member Appreciation Potluck Luncheon

By Doug Nelson

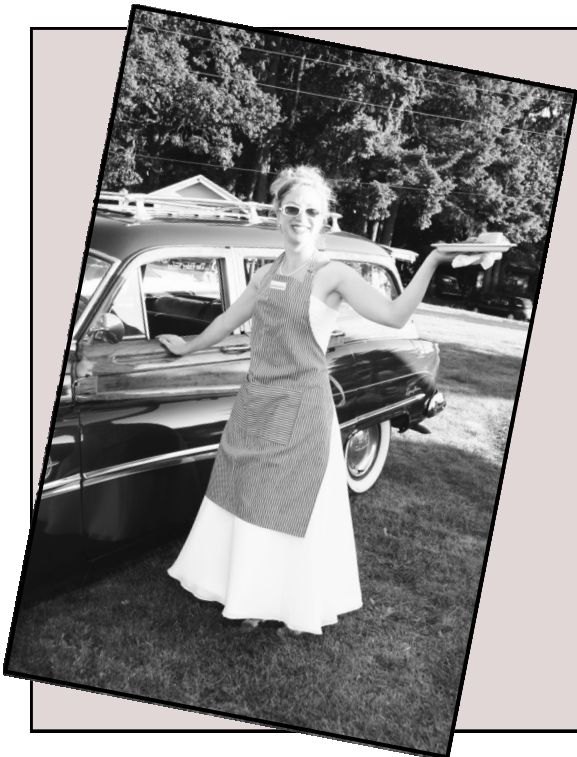
Mark your calendars for March 24! We'll gather at the Museum at 12:00 for a social hour, potluck lunch at 1:00 and a short program at 1:30. We will furnish beverages, tables and chairs, plates and utensils. Potluck assignments follow:

Last name A-G: Dessert

Last name H-M: Salad

Last name N-Z: Main dish

We encourage you to bring your family, drive a vintage car or wear period clothing, though it is certainly not a requirement. Hope to see everyone there!



Speedster Students Get 1927 Model T...Minus A Few Parts! Can You Help?

By Doug Nelson

This is the start of a 1927 Model T Ford roadster pickup project. The speedster students are currently working on it, building it from the ground up. Many bits and pieces have been donated by members. The museum will own the pickup long term, using it as a promotional item.



This Model T could sure use some parts - let Don Blain know if you can help!

WANTED:

**21 inch "T" wheels
and hubs, wind-
shield posts and top
bows.**

**Any additional 1926
-27 "T" parts you
may have to donate
will be gratefully
accepted.**

**Call Don Blain at
503-585-8078 if
you can help!**

American Flag to Fly at Museum

By Doug Nelson

Members of the Beaver Chapter from Portland of the Model "A" Ford Club of America have donated over \$700 for a flag and flag pole to be constructed near the Museum's Texaco service station. A pole owned by Museum member Bill Hellie, is available for our use. This project is a go and will be completed prior to the Steam-Up in July!

Thank you Model "A" people and Bill Hellie!

Speedster Program Granted \$5,000

The Northwest Vintage Car & Motorcycle Museum announces that it has received a cash grant of \$5,000 from the Collectors Foundation to help fund the continued operation of the Museum's Speedster Program.

Located on the Antique Powerland Campus near Brooks, Oregon, the Museum is the only member-owned Vintage Car & Motorcycle Museum in the Northwest. The Museum is registered with the State of Oregon as a non-profit educational corporation and their motto is "education is our purpose." The Museum expends major efforts on youth educational programs in their High School Car Show and their Speedster Program.

The Speedster Program is open to all qualified at-risk students in the Salem/Keizer School District. In this program, students start their school year with literally a pile of parts and by the end of the year they have constructed a speedster car under the close supervision of several Museum mentors. They all get to drive their car at the last work session. Along the way students learn about auto mechanics, body work, painting, woodworking and safe use of the many tools required for the job. But most of all they learn how to take direction and work together as a team to build a car.

The Collectors Foundation is an educational grant-making organization funded by collector vehicle and classic boat enthusiasts to serve youth development and the long-term interests of the collector vehicle and classic boat communities. More information about the Foundation can be found on its website: www.collectorsfoundation.org

The grant from the foundation will help this program to continue as it moves into a self-sustaining status. In 2009 the students finished their first Speedster and last year they finished their second car. They are presently working on three more cars. Their first car will be kept on display at the Museum's Exhibit Hall and plans are for each succeeding car to be sold at auction as it is completed to offset the costs of the program.

Anyone interested in this program is welcome to visit the mentors and their students during their weekly Thursday work sessions in their "Garage" building behind the Texaco Station on the Museum's Campus.

Midget Racer to Benefit

Speedster Program

By Doug Nelson

Ted Dodge of Salem donated this small bit of history to the Museum for the benefit of the Speedster Program. It will be auctioned during our Fall fundraising event. Ted is a fan of the late Art Pollard, a famous Indy race car driver from Oregon who befriended Ted as a youth. One similar to this was auctioned in 2008 for \$3000 at a memorial to Art Pollard.

The racer was towed around a circle track by a metal arm and the child would steer the car and the flexible front wheels allowed movement to the car giving the tiny driver a real thrill. It will be on display at the Museum this coming show season.

Thank you, Ted, for this donation!



Ted Dodge with donated midget racer.

Volunteers of the Quarter: Sandy and Jerry Grulkey

By Doug Nelson

Sandy and Jerry Grulkey put a great deal of effort into the activities of the Museum this past year. Sandy and Jerry appeared in costume during Steam Up as docents all four days and Jerry demonstrated his high wheeler to the delight of the spectators. They even appeared in a Channel Eight TV show promoting the Museum and Powerland. Sandy is



Sandy Grulkey



Jerry Grulkey

working with the ladies' group on vintage clothes and accessories while Jerry is helping on the grant committee and has offered to serve on the Board of Directors this coming year. The free "Movie Night" was their idea and they followed through admirably (see the review on page 8). Thank you, Sandy and Jerry!

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

Editor & Board Chairman: Doug Nelson
503-399-0647, buickdoug@yahoo.com

President: Mike Bostwick
503-245-5444, Reb.mlb@netzero.com

Treasurer: John Chandler
503-371-1852, chev59pu@aol.com

Docent Chairman: Don Feller
503-639-1816, d.feller@frontier.com

Speedster Chairman: Don Blain
503-585-8075, djblain@msn.com

Maintenance Chairman: Ed Weber
503-9494778, edweber10@prodigy.net

Antique Powerland office:
503-393-2424, office@antiquepowerland.com

Web Mistress: Melissa Becker
503-848-4616, palominobordercollie@yahoo.com

Display Committee Chair: Gene Walker
503-371-4363

Education Committee Chair: Ray Hansen
503-393-4228, Raywanh@comcast.net

Ladies: We Need You!

By Joanne Blain

We had such great success with our quilt raffle and vintage clothing display this past summer that we are gearing up to do it again in 2012. But, we *need your help* if we are to succeed with these projects.

We have already started on another quilt to raffle during the 2012 Steam-Up, and there is still time to join in. Our next meeting will be on January 18 at 6:30 in the Museum building. We'd love to have you join us. In addition to working on our quilt, we will be discussing the clothing displays and enlisting individuals to oversee specific areas of the exhibits.

With money we earned from the quilt raffle in July we were able to purchase 5 mannequins for the Museum. We also have 2 others on loan to

us. It's lots of fun to dress them up and they are a good complement to the cars on display. We also have some display cabinets which need to be filled with vintage treasures.

If you have vintage clothing you want to donate or loan for display we would like to hear from you. We'd like to expand our area for this display, so we will welcome all contributions.

If you have questions, or want to volunteer to help, please contact:

Joanne Blain
503-585-8078
djblain@msn.com.

Museum Members Visit Evergreen Air and Space Museum

By Doug Nelson



Photo by Mike Spady

On November 12, 2011 more than twenty museum members and guests toured the Evergreen Air and Space Museum in McMinnville. We enjoyed a most informative guided tour of the airplanes and related exhibits, including the famous "Spruce Goose" and the "City of McMinnville," a much-traveled Ford Tri-Motor pictured here.

First Annual "Free Movie Night" a Success!

Friday evening December 2nd 2011, marked the premier of the 1st Annual Free Auto Movie Night at The Northwest Vintage Car & Motorcycle Museum. Nearly one hundred people attended this showing of historical automotive documentaries.

The "Night" was conceived and organized by club member and pioneer automotive collector Jerry Grulkey. He started collecting as a boy in the early 1950's (His father started in 1930.) The movies featured at movie night he discovered in 1968, for sale at a flea market. Three of them were the nucleus of the night's well-received program. Many people mentioned that they had forgotten how it had been to see such films in their original projected form before the advent of video. Even the non-car buffs exclaimed that they had never realized what it took to manufacture an automobile, which they took for granted.

In addition we were very fortunate to have had club member Mike Bell give his well-researched power point presentation before the screening of last movie on the 1962 "Mustang" concept car. His wonderful talk was full of facts, drawings, references, and illustrations, which made the showing of the film all the more interesting. Mike certainly has a flair for history and his presentation was a real asset to the evening.

Museum volunteers arranged the seating, popped popcorn, plus provided a vast assortment of wonderful treats and beverages. With out them the show could not have gone on. They topped the whole night off to perfection. Following is a brief description of each movie.

"The Human Bridge" a brilliant Color & Sound documentary on the 1949 Ford, from the drawing board to the roads of the world. Footage of the making and the stamping of parts, shipping them in huge crates, dealers' show rooms and driving this new revolutionary car in places around the world from the Golden Gate to Switzerland. All this set to a wonderful music score. The end with an old farmer in his model "T" driving alongside the "New" Ford is not to be missed.



"1962 Ford Mustang" The Forgotten V4 mid-engine 2 seat sports car, made for experimental road course driving. Exciting footage of Ford execs and the making by hand the prototype, showing it on campuses, and racing it. A must see for Mustang aficionados. (Sound & Color, this may be the only complete copy in existence.)

"Development of Transportation" 1936 Encyclopedia Britannica, B & W sound film of amazing footage of cars, trains, planes, boats, dirigibles and all modes of travel. The swastika-festooned Hindenburg flying over the New York skyline and the Empire State Building is a real slice of the forgotten America.

Many thanks to those who participated in this interesting new annual event!

Watch for the announcement, mark your calendar for next year, and look forward to another great Movie Night at the Museum.

Please tell all your friends about the museum and next year's events — don't miss them!

Harley-Davidson Museum Trip

By Gene Walker

My wife and I flew into St. Louis, Missouri, then drove up to Milwaukee, Wisconsin to Harley-Davidson's new museum dedicated in 2008 to celebrate their 105th anniversary. We had registered in advance to get in the first guided tour at 10:00 am that would last about 45 minutes. The next 6 hours were spent admiring all the excellent displays, reading posters and taking pictures. We had lunch in the H-D Motor Restaurant. Conveniently next door was the gift shop where we had to pick up a few souvenirs because most items were only available there.

While in the competition area, we found a hill climb poster from Rocky Butte in Portland, Oregon and also one from Lewiston, Idaho, both from the early 1940's. Some of the other highlights were:

- Seeing the very first motorcycle built in a 10x15 shed in 1903 - Serial #1.
- One of only 27 1909 first V-Twin engine models.
- Their first 3-speed transmission built in 1915.
- The 1936 61-cubic inch streamliner that Joe Patral rode to a world speed record of 137 mph at Daytona Beach Florida in 1937.
- Numerous racers featuring an actual size portion of wooden motor-drome track including period race bikes.
- All sizes of bicycles from the teens to early 1920s.
- Numerous shapes and sizes of commercially made vehicles.
- Various military models built for the government during World War II.
- The actual 1956 KH model that Elvis Presley bought in Memphis, Tennessee.
- Peter Fonda's & Dennis Hopper's motorcycles from the movie Easy Rider.
- Numerous glass display cases with enormous amounts of vintage memorabilia
- A huge wall display of beautifully painted gas tanks dating from 1930 to present.

It was so inspiring walking down a time capsule forming a train of motorcycles spanning over 100 years of continuous production.



The Poetry Corner

On a gray and cloudy day
A prancing stallion came my way

Come out, come out and play
But no, some one else has your reins
I'll have to wait my day

- Doug Nelson

Shifting a Transmission

By Bjorn Klingenberg

Just like “real” cowboys don’t use seatbelts in their pick-up trucks, “real” truck drivers don’t use the clutch. It takes a certain skill and is not as easy as one might think. Those of you who own vintage vehicles can practice on your un-synchronized, or partially un-synchronized, transmissions. Manufacturers of heavy duty transmissions, such as Fuller, prescribe double clutching as a precaution for all shifting of their manual transmissions. Today, many heavy duty transmissions are partially automated.

Actually, changing gear is a misnomer since gears, contrary to the early days of the automobile, are no longer changed at all, but are in constant mesh in pairs. The dynamic factors influencing the “changing of gears” in any gear type transmission are:

- Gravity
- Vehicle gross weight
- Vehicle aerodynamic drag
- Vehicle rolling resistance
- Internal friction in axels and power train
- Internal friction in the gearbox
- The forward power and reverse braking of the engine and when fitted, engine or driveline brakes.

Shifting a transmission can be facilitated by the use of a clutch and by the manufacturer incorporating synchromeshed gears, gear dogs and gear synchronizers. Functionally, such devices are not necessary, except for a clutch when starting a vehicle. Operating a vehicle without using a clutch, particularly a heavy duty truck and its power train, takes constant awareness of the road grade ahead and good coordination of all faculties. A tachometer is invaluable as are the proper steps in the transmission.

Up-shifting on level road: When engine speed reaches a point where it is desirable to select a higher gear, the shifter can be moved into neutral by letting off on the throttle. As engine speed drops, the force on the gears is reversed from being asserted by the engine to being asserted by the inertia of the truck slowing down. At that precise point the shifter can be moved into neutral without any difficulty.

As engine speed continues to drop, now at a faster rate with the transmission in neutral, the transmission input shaft reaches synchronous speed with the output shaft. At that point the shifter can be moved to a

higher gear without any difficulty.

Up-shifting uphill: The same conditions apply as on level road except that the time before the shifter must be moved to engage the higher gear is shorter due to the faster slowing of the vehicle and the speed of the transmission output shaft. A condition is that the right speed of the engine is obtained before the comparable maximum speed of the output shaft. An engine exhaust brake may facilitate this or be required to accomplish it.

Up-shifting downhill: When going downhill, the time before the shifter must be moved is longer than on level road due to the increasing speed of the vehicle and the output shaft. If the effect of gravity on the road speed exceeds that of the inertia of the vehicle it may be necessary to briefly apply the foundation brakes.

Down-shifting on level road: The reason for down-shifting on level road is to provide engine braking or to increase acceleration. Neutral is engaged as described above but engaging a lower gear requires using the throttle to increase the speed of the engine and the transmission input shaft to match the speed of the output shaft.

Down-shifting uphill: Down-shifting is often necessary to negotiate a gradient. As on level road engine speed must be increased to select the lower gear, but less so due to the faster slowing of the vehicle and the speed of the output shaft.

Down-shifting downhill: The prime reason for down-shifting on a downhill is to provide sufficient engine braking to maintain vehicle control without excessive use of the foundation brakes. This requires proper assessment of the grade ahead. Due to the effect of gravity and the increasing speed of the vehicle and output shaft, the time for shifting to a lower gear is much shorter than on the level depending on the grade. If the driver misses the critical point allowing the speed of the output shaft to exceed the maximum engine speed in the required lower gear, the vehicle must be slowed down using the foundation brakes. If the brakes fade the only recourse is to find the nearest escape ramp. Consequently, the proper vehicle speed and gear for a grade must be selected and engaged *before* beginning the downhill.

The Automotive Mascot

By Chip Hellie

Here is a splendid hood ornament from the short-lived Beck automobile. They were produced between 1920-23. The figure is called "Vertige de La Vitesse" and designed by G. Poitvin.

It is similar to the Rolls Royce "Spirit of Ecstasy," or more commonly known as "The Flying Lady."

This mascot differed from the Rolls in that she appears scared witless by her stance and her head ducking while covering her eyes.

This is a common sight I see when viewing any hapless passenger silly enough to go driving with me!

Or it could be from a 1923 model car and she just got the good news that the party's over at Beck!

Image gratefully provided from the fine James R. Colwill book "The Automotive Mascot, A Design in Motion."



The Toy Box: Tin Oil Tanker

By Chip Hellie

Here's a very smart 1930's tin oil tanker truck from Metalcraft. The Metalcraft Corporation of St. Louis Mo. started producing small all-metal toy trucks around 1931. They found a real market niche during the hard times of the great depression by offering limited edition toys to large and small companies in which to help advertise their products. Some local bakeries for example



had only 3 or 4 toys produced with their company logos, making them much sought after today and fetching values up into the thousands of dollars.

This particular example is an advertising piece for the Oilzum motor oil company of Worcester, Mass.

This company is one of the oldest and most respected oil

companies in New England and is still in business to some degree.

The simple faucet tap at the rear of the tank would make me a bit nervous. One could accidentally



bump the handle and then drive off leaving a trail of fuel. A careless cigarette toss and... poof! A scene right out of a Bruce Willis movie!

From the William Hellie collection



MARK YOUR CALENDARS

January — March 2012 Meeting and Event Schedule:

January 18	Board/Member Meeting 6:30, Texaco Station
January 19	Display Committee Meeting 6:30, Texaco Station
February 11-12	Salem Roadster Show, State Fairgrounds: <i>Current high school speedster project on display, courtesy of show promoters!</i>
February 15	Board/Member Meeting 6:30, Texaco Station
February 16	Display Committee Meeting 6:30, Texaco Station
March 21	Board/Member Meeting 6:30, Texaco Station
March 22	Display Committee Meeting 6:30, Texaco Station
March 24	Annual Spring Luncheon Potluck/Member Appreciation Day, 12:00
Looking ahead:	<i>Winter storage vehicles leave May 1 and new show vehicles will arrive first week in May.</i>

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!

"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 I-5.
1-5 Exit 263, Brooks
10 minutes north of Salem
30 minutes south of Portland

