

# Messenger



## We Gathered and Tooted Our Own Horn!

By Ed Weber

**T**he Northwest Vintage Car & Motorcycle Museum is the only member-owned museum of its kind in the Pacific Northwest. On March 19<sup>th</sup>, scores of our members gathered together to review our accomplishments as we start our 9<sup>th</sup> year, and to pat our own backs for a job well done.

We are fortunate to have a wide spectrum of skills and talents. We are blessed to have many who expressed the determination and desire to help the Museum achieve its goals. Our achievements are not only seen in the many structures that have been built but also in the ongoing programs that make our Museum a dynamic and living being.

We are proud to publicly recognize 33 individuals and 2 clubs in nine major categories of Museum achievements:

### Grants & Financing Committee:

Honored were Bev Chandler and our departed member Ferne Hellie for their expertise and accomplishments in writing grants and developing financing programs that made construction possible.

### Construction:

Outstanding individuals in all construction phases were Tom Kneeland, Bill Jabs, Doug Nelson and Greg Bonn.

### Gazebo Project:

The Early Ford V-8 Club of America, Columbia Region Group took on this project and its members Marty Boehme, Rusty Medearis, Bill Barnell and Mike Bostwick received praises from the Museum.

### Speedster Program:

The Willamette Valley Model "T" Club of Salem provided parts, mentors and expertise for this program. Individuals honored were Bert Harrison, Blair Wasson, Don Blain, Ron Rollings, Andy Voytilla, Ken Logan and Dean Lohman.

### Garage Building:

Honored were Dave Mulheron, Gene Jacobs and Mike Younk.

### Paver Stone Project:

Honored were John Chandler, Ed Weber and Dale DeShon.

### High School Show & Shine:

Honored were Al Lake, Sue Lake and Dan Judy.

### Display & Docents:

This is a new effort and Ron Hill, Don Feller and Gene Walker were

honored for their expertise in getting this program started.

### Numerous Programs:

Honored were Burt Edwards for his work as historian, Roger White for always offering good advice and Arnie Anderson and Chuck Neal for always saying "Yes" when called upon to help.

Many of those honored contributed skills and efforts to several project categories but their imprints were left most deeply on the category in which they were listed. These same heroes will likely continue to labor for the Museum and they will likely be joined by others anxious to become involved. In another year their accomplishments will be noted and honors will be given at that time.

## INSIDE:

The Allure of the Automobile	2
Paver Stone Update	3
Meet Your Editor	
Get to the Gorge	4
Speedster News	
The Voyages of the Nimbus	5
Grulkey's Kar Korner	6
The Toy Box	7
The Automotive Mascot	
Coming Events	8

# WANTED:

## Cars and Motorcycles

For display at the new exhibit building May 7 through Sept. 25, 2011.

Members have first priority. Contact Doug Nelson (503-399-0647) or Gene Walker (503-371-4363).

## Docents (hosts)

Needed for the Museum on Saturdays and Sundays, May 7 through Sept. 25 2011. Shifts are for three hours at a time with two people. This is perfect for you and your spouse, significant other or buddy! We can find you a buddy or you can find your own.

Powerland is expecting many visitors this summer, so this is your chance to make a non-cash, but valuable, contribution and have fun...with no heavy lifting! Call Chief Docent, Don Feller (503-639-1816) or Doug Nelson (503-399-0647)

## "The Allure of the Automobile" at Portland Art Museum

By Doug Nelson

A unique and wonderful opportunity for car buffs is coming to the Portland Art Museum this summer. Sixteen rare and valuable cars will be shown together one time only from June 11th to September 11th. All have unique coachwork and historical significance.

Our museum will be well represented at their exhibition by eight museum members acting as hosts over the course of the summer. There will be more about those members and their experiences in the next quarterly newsletter.

Over 100,000 people are expected to attend this show. All the cars will be parked on the ground floor of the museum. Admission to the show is \$15 per person and the museum's other regular exhibits are included in that price. In addition, on Saturday during the summer months, there will be informal car shows on the streets outside of the museum. These are free to the public.

The Portland Art Museum is located at 1219 SW Ninth Street (between Main and Madison) in downtown Portland, Oregon, and is open every day except Monday.

Additional hosts for this show may be needed. For information, call Doug Nelson at 503-399-0647.



*Photo courtesy of Portland Art Museum*

This magnificent 1954 Dodge Firearrow III will be on display at the Portland Art Museum this summer, along with these other fine cars:

- ◇ 1930 Bentley Speed Six "Blue Train Special"
- ◇ 1931 Duesenberg SJ convertible sedan
- ◇ 1933 Pierce Silver Arrow
- ◇ 1937 Hispano-Suiza HGC "Xenia" coupe
- ◇ 1937 Mercedes-Benz 540K Special Roadster
- ◇ 1937 Bugatti Type 57S Atalante
- ◇ 1938 Alfa Romeo 8C2900B Touring Berlinetta
- ◇ 1939 Talbot-Lago T-150-C-SS
- ◇ 1948 Tucker Model 48 Torpedo
- ◇ 1953 Porsche 550-01 racing coupe
- ◇ 1955 Mercedes-Benz 300 SL Roadster
- ◇ 1957 Jaguar XK-SS Roadster (owned by Steve McQueen)
- ◇ 1959 Corvette Stingray prototype
- ◇ 1961 Aston Martin DB4GT Zagato coupe
- ◇ 1961 Ferrari 250 SWB Berlinetta

## Paver Stone Update

By Ed Weber

**P**aver stones, as many of you know, have been laid along the front of our new Exhibit Hall. These stones include all that were sold prior to July 2010 and were engraved at the plant in Hillsboro, along with blank stones to complete the architectural design.

Stones sold after July 2010 will be engraved on site by Oregon Memorials as weather permits. To properly engrave the stones they must be dry and must have had at least two days of sunshine prior to engraving. On-site engraving project #1 was planned for late October, but as we all know we have not had compatible weather since then. A new engraving schedule will be planned this spring just as soon as weather permits.

At the present time 28 stones have been sold for engraving project #1, and their assigned locations has been made. Also, another 9 stones have been sold and their locations will be included along with on-site engraving project #2.

You can still buy a paver stone that will support the completion of

our Exhibit Hall. Anyone wishing to purchase a stone may also select the location of their stone. All they have to do is visit the paver project site, select their desired location and determine the coordinates for their stone.

There are 10 horizontal rows running North and South. These rows are identified as A through J with A next to the building. There are 96 rows running East and West identified as 2 through 99 with 2 on the North end and 99 on the South end. The numbers for each row are printed on the concrete foundation of the Exhibit Hall. Select your location, determine the coordinates (such as B-39) and call Ed Weber at 503-390-3804 to see if the selected location is available.

Mail your check to John Chandler Box 15, Salem Oregon 97308-0015, along with your engraving instructions and your paver stone's selected location. You will become a recognized supporter of the Museum building program.

## New Museum Brochure

By Doug Nelson

**O**ur updated brochure with new text and pictures is now available. The focus is on people having a good time at the museum, high school students working on projects and showing their cars, members displaying vehicles and scenes of our new buildings. The brochure presents the museum's purpose, features and activities. It presents our plan for additional growth and provides forms to join and/or purchase paver stones. The brochure emphasizes that our museum is open for all people with a wide interest in all types and ages of cars and motorcycles. Special thanks to members Mike Bade, Spike Smith and Kay Nelson for their thoughtful and inspired work putting this together! Get your copy at the Texaco service station. It is a great recruiting tool for new members and to secure donations.

## Meet Your Newsletter Editor

By Laura Nelson

**W**hen I heard my father-in-law Doug bemoan his lack of computer skills and the need for a newsletter editor, I knew I had to help. I love doing layout and I love the Nelsons! I've been in the family for almost five years now, and my car knowledge increases exponentially with each year.

I'm going to play with the newsletter layout some in the next few issues, so please let Doug know if there's something you really like...or don't like. I'm here for you!



July 1, 2006: The day I married Doug and Kay's son Ty. I specifically requested Doug's 1960 Buick Electra for our photos!

# GO to the GORGE!

By Kay Nelson

**Y**our Education Committee has planned three days of Museum-related events in Hood River and The Dalles. We want to see how others engage and educate the public and maybe pick up some hints that we can use at NWVC&MM. The schedule is open to all members, family and friends.

## Places you can join the tour:

### FRIDAY, 4/22

- 8:00-9:00 The Chalet in Brooks
- 10:00-10:30 McDonald's in Troutdale, Exit 17
- 12:00-2:00 **Columbia Gorge Discovery Center & Museum**  
Exit 82
- 1:30-2:00 **Western Antique Aeroplane & Automobile Museum #1**  
*Exit 62 Take a hard right to Country Club, go uphill past two wineries, left on Barrett, two stop signs, WAAAM on right. Total distance from I-84 is 4.5 miles. (541-308-1600)*
- 2:30-3:00 **Fort Dalles Museum**

### SATURDAY, 4/23

- 10:00 **The Hood River Co. History Museum**
- 1:30-2:00 **WAA&AM #2**  
*This is the main tour. See directions above.*

### SUNDAY, 4/24 (Easter)

- 10:00 **Mt. Hood Railroad "Fruit Blossom"**  
*Exit 63 corner of First St. & Cascade, Hood River*

## Reservations:

Best Western Hood River Inn  
April 22/23 (1-800-828-7873)  
\$95-125/nite includes 2 breakfasts  
(call by March 30th and ask for our rate)

Mt. Hood Railroad "Fruit Blossom"  
April 24, Sunday, 10:00-2:15 (1-800-828-872-4661)  
\$32+senior disc. One hour in Parkdale.

## Speedster News

By Doug Nelson

**O**n April 14, 2011, Bob Knechel, Executive Director of the Collector Foundation, will be at our museum to interview and video our students and mentors for their quarterly newsletter. This is quite an honor for our museum. The Collector Foundation is the charitable arm of Haggerty Insurance, and helps young people in the vintage car and boat hobby gain education through work on cars and boats.

Our mentoring program to build Model "T" speedsters with students from Roberts High School has caught the attention of the Collector Foundation. Our program could become the role model for others around the nation, giving our museum national exposure. In 2008, the Collector Foundation helped kick start our program with a \$5,000 grant. The Collector Foundation board awarded \$437,130 in scholarships and grants in 2010. We are now building speedster number three in our third full school year of the program.

## Triumph Owners Show Support

By Doug Nelson

**T**he Portland Triumph Car Owners Club has awarded \$358 to our Model "T" speedster program. This donation was gratefully accepted by Doug Nelson at the Triumph Club annual banquet in Vancouver, Washington. This is the second year in a row for their donation. Thank you Triumph Club for your continued support of this program!



## Of Globetrotters and Pioneers

### Part I: The Voyages of the Nimbus

By Bjorn Klingenberg

**T**he idea of traveling around the world in a mechanized vehicle was beginning to catch on in the years between the two World Wars. That was before the idea of paving the roads caught on. In fact, often the bold travelers had to make do without any roads at all. Much later globetrotters got accustomed to having support vehicles along in case of a breakdown of their vehicles. The first globetrotters enjoyed no such security and peace of mind. Everything had to be done by the travelers themselves, on the spot, using whatever means available. It was obvious that the most reliable and durable vehicles were in high demand.

In Denmark, an industrial awareness was emerging. One pioneer, Peder Fisker, was noted for his goal of producing a motorcycle of unprecedented quality and durability. His idea was to offer transportation for the growing number of businesses demanding reliable transportation, but also to serve an awakening interest in worldwide travelling. His Nimbus motorcycles served the globetrotters well, and in the thirties several bold enterprises were launched. A couple of adventurous actors at the Royal Theater in Copenhagen, Palle Huld and Elith Foss, did a first circumnavigation of the Mediterranean which they followed up with a tour of Asia in 1937, using a Nimbus equipped with a sidecar. They were the first to cross the Libyan Desert on anything other than a camel. A Swedish gentleman made a tour around the United States in 1939, and in 1947 a journalist,

Jorgen Bitch, made a tour around the entire perimeter of Africa.

A Norwegian, Tormod Amlien, decided in 2005 to make a trip from Norway to Singapore and encouraged his friend Havard Brein to join him: "I am heading for Singapore this coming spring. Either you're with me or you are against me. I'm not sure if you'll ever get home again. The only thing I can guarantee you is that you either write yourself into the history books or into a mortician's report."

Brein could not resist his friend and later wrote, "Any moron can drive a new bike from Norway to Singapore. If it is supposed to be a challenge at all, the bike must have a rigid frame, sidecar and be at least 70 years old." This he proclaimed with certain contempt for motorcycle bums on new bikes. The foundation had been laid. They were off in 2006 and after overcoming lots of obstacles they succeeded in achieving their goal 10,000 miles later on two 1937 Nimbus motorcycles. Showing no fear, they ventured into and through both Iran and Pakistan, already then hotbeds in the Middle East Region.

Tormod Amlien decided in 2009 that since the Nimbuses worked so well so many years ago and again



*Back in the desert in 2010.*

in 2006, it was about time that somebody took on the challenge of circumnavigating the entire globe on Nimbuses, again on two Nimbus machines built in 1937, this time with friend Klaus Ulvestad.

Last month, on March 9, 2011, they rolled into Copenhagen having accomplished their goal and covered more than 30,000 miles of roads, or the lack of them. Many things went wrong and some things broke, but the success of the adventure speaks well of old Peder Fisker's ingenuity and of Danish industry. It particularly speaks well of the two riders who undertook the tour. Norway is well known for its explorers achieving seafaring goals, but the achievement of those two motorcycle riders on vintage machines is no less of a remarkable accomplishment.

*What was the secret to the success of the Nimbus? Tune in here next time for "Of Globetrotters and Pioneers, Part II: History of the Nimbus."*

# The KAR KORNER

By Jerry Grulkey

**T**his is the first installment of a column that will appear in subsequent issues and will feature car trivia, more "kwizzes," stories and anything that might interest the general reader. If any of you have items you would like to have appear in this column please let me know, as this column is for you! Also there sometimes maybe other answers to questions so if you have an answer let me know. If you have a different answer please let me know as I am always interested in arguments over history, all of us are students.

## Name That Kar!

How's your automotive veracity? Here's another clue: Dorothy would have been at home in this car!



Grulkey Photo Collection

If you guessed 1904 Smith "Veracity" you should be writing your own column. Ruby slippers weren't needed to own this Topeka, Kansas, "Observation Car." The Smith family made artificial limbs and trusses. Terry Stafford built a car for them in 1898, and they formed a partnership. In 1903 they started making quantities in a small factory. These early cars were called *Veracity*. "It makes no matter if your Automobile is made in France or Topeka," the brochure said. These cars were two-cylinder types with planetary transmissions and chain drive. Production stopped in 1907.

## Jerry's Kar Kwiz

1. Who organized the first company in America to manufacture steam engines? What year?
2. What year and to whom was the first engine patent granted in America?
3. Who received the first motor car patent in America?
4. Who received the first gas vapor engine patent in the US?
5. Who built and demonstrated the first motorcycle in the US?
6. Who made the first internal combustion engine?
7. When and what was the first magazine to produce an automobile issue?
8. Who built the first successful internal combustion engine powered car?
9. What was the name of Henry Ford's first car?
10. What business did Alexander Winton start out in?
11. When was the Ford Motor Company formed?
12. Who applied for a car patent on May 8, 1879, but was not granted one until Nov. 5, 1895?
13. What was the brand name the Stanleys used for their first car?
14. Can you name the first US auto show and when?
15. Who sponsored the first car show in America?

(Kwiz answers on next page)

## The Automotive Mascot

By Chip Hellie

Shown below is the Pontiac Indian Maiden for the 1934 Pontiac. It was fitted only on the Pontiac straight 8 with the Deluxe option and for 34 only. Designed by Bonnie E. Lemm, its patent number 91,489 was granted on Feb 13, 1934.



Thanks to James R. Colwill for the images and information gratefully provided to us from his wonderful book *The Automotive Mascot, a Design in Motion: Vol.3.*

## The Toy Box:

### The Jaguar XK120 Roadster

By Chip Hellie

This toy is a plastic rendition of the famous Jaguar XK120 roadster produced in 1953 by Marx Toys.

Louis Marx and Co. was founded in 1919 by brothers Louis and David Marx in New York City. Company policies were "Give the customer more toy for less money" along with "Quality is not negotiable." This must have worked as by 1922 both brothers were millionaires! They became the world's largest toy maker in the 1950's. Marx was inducted into the Toy Hall of Fame and their plaque proclaimed them as "The Henry Ford of the toy industry".

Marx unfortunately didn't foresee the importance of the new computerized generation of toy buyers and went out of business in 1978. Their Jaguar toy pictured here came with a working jack and tools in which one could do such things as change a spare or even remove the engine! Today to find this toy with all its parts and tools is rare, just like the real cars!



1. John Fitch and Henry Voight in 1786, with a capitol of \$300 built scale models of a team powered road vehicle and four steam boats.
2. John Stevens a Harvard professor in 1790.
3. In 1792 Oliver Evans was issued a self propelled vehicle patent
4. Samuel Morey in 1826
5. Sylvester H. Roper built a steam velocipede now on display at the Smithsonian Inst.
6. De Riva of France in 1807
7. "The Mechanic" in July 1834 produced its "First Automobile"
8. 1873 by Austrian, Siegfried Marcus in Germany.
9. The "Quadricycle" made its debut June 4, 1896.
10. In 1884 he opened a bicycle shop in Cleveland, Ohio.
11. 1903.
12. George Selden, a lawyer, saw a vapor engine, built by George Braxton, a Boston engineer at the "Centennial Fair" in 1876 and drew up plans, keeping the application active for 16 years.
13. The Locomobile.
14. The National Automobile Show opened at Madison Square Garden in 1900.
15. The Automobile Club of America
- WHEELS ACROSS AMERICA, A Graphic History of Vehicular Transportation. 1953 by C.P. Horning, A.S. Barnes & Company
- STANDARD CATALOG OF AMERICAN CARS 1805-1942, by Beverly Rae Kimes & Henry Austin Clark, J.

# MARK YOUR CALENDARS

## Get to the Gorge, April 22-24:

Join us on our three-day tour of the Columbia River Gorge, its scenic byways and its fantastic museums! We'll visit a few museums for ideas and edification, and then let someone else do the driving while we sit back on the Mt. Hood Railroad! Details inside on page 4. You won't want to miss this!

## Antique Powerland Events, Summer 2011:

June 6	Slant 6 Car Club picnic
June 24-26	Branch-15 swap meet
June 25	Orphan car show on our show field
July 10	High school car show, swap meet and adult car show combined
July 15-17	International Harvester binder bee
July 30-31	The Great Oregon Steam-up, car display on our show field
August 4	Model A regional tour. Stop at our museum for refreshments!
August 6-7	The Great Oregon Steam-up, car display on our show field
August 27	Annual truck show



"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