

Messenger



Volume 9, Issue 3

"EDUCATION IS OUR PURPOSE"

July — September, 2011

OPEN FOR FIRST-EVER SUMMER!

By Doug Nelson

We are open! The Display and Docent Committees have worked their magic. The Publicity Committee is cranking up and the people are coming to see us. We have 26 cars and 14 motorcycles on display, including four owned by the museum.

Photos of all currently displayed cars and motorcycles will be posted on our website, nwcarandcycle.org.



1931 Buick sport coupe — restored by Jack Hunley and now owned by his daughter, Pat Boyd. Era extras are wire wheels, dual side mount spare tires, rumble seat, golf bag compartment with locking door and trunk rack.



1910 Stoddard-Dayton touring — owned by Mike Yeakel. This is a brass-era four-passenger touring that is the same as the first Indianapolis 500 pace car used 100 years ago.

1913 Ford Speedster — built by Mike Schlag and currently owned by his sister, Ann Baker. Mike did extensive machine work and the car sports lots of brass.



1931 Chrysler six-cylinder rumble seat roadster — owned by Bill and Wendy Jabs. In red and black, it sets the bar for flash and flair.

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WANTED:

Donated items need to be usable, and will save the museum having to go out and buy them. These will be permanent donations. You can decide on the value for a tax donation. Forms will be available, but need to be signed by a member of The Board.

For the Speedster Team

Contact Don Blain: 503-585-8078 or 503-871-8696

Wrenches (all kinds & sizes),
Square sockets (all sizes)
Adjustable vise grips,
Micrometers, Mill files, Body
files, Body tools, Pliers (all sizes),
Chisels (small to 1"), Punches (all
sizes), Woodworking hand tools,
Spark plug cleaner (air),
Flashlights
Feeler gages (all sizes), Pry &
aligning bars (all sizes) Ratchets,
breaker bars and extensions (all
sizes) ...and any other tools we
could use to teach high schoolers
the art of auto mechanics!

For Grounds Maintenance

Contact Ed Weber: 503-949-4778

We need garden hand tools,
loppers, grass and garden
rakes, and a battery-operated
grass trimmer.

New Donation: 1953 Dodge Coronet

By Doug Nelson

This 1953 Dodge Coronet four-door sedan was donated to the museum in April by Stan Hanna and Carol Smalley of Bend.



It has a Hemi V8 engine and a gyromatic transmission. It has been professionally restored. The museum appreciates the donation.

Photos: Doug Nelson and Stan Hanna in Bend



Something for the Ladies who Enjoy Quilting and Vintage Clothing

By Connie Miller

Soon there will be items and activities for enjoyment by our guests and by the ladies of the museum (besides the fine automobiles and motorcycles, of course) that include quilting and vintage clothing.

Plans have started and things are shaping up with the encouragement of the Board and members of the museum for both quilting and clothing to be incorporated in our displays.

Joanne Blain is starting on a quilt to be on display for the Steam-Up this summer and we will sell raffle tickets during that time with the proceeds going to the activities of the museum. Anyone who can help

with taking a portion of the day to be on hand during Steam-Up to sell these raffle tickets would be most welcome to join us. There will be sign up slips for the time slots.

A wardrobe has been donated to our museum for display with vintage clothing and articles of the time period. While any of us are serving as a docent we are encouraged to wear antique clothing. If we are able to locate a dress form or two, clothing will also be displayed on those forms and in the wardrobe, as we want to have these items rotated as they become available. Please join us for this activity as well.

Summer Shows

By Kay Nelson

It's the summer of the automobile in the Willamette Valley! Wherever you are, find some time to visit some classic cars right here in your own backyard.

THE ALLURE OF THE AUTOMOBILE, June 11-Sept. 11, Portland Art Museum, 1219 SW Ninth St. (between Main and Madison, on the park blocks in downtown Portland. \$15.00/person. Don't miss this unique, once in a lifetime display of rare vehicles in a metropolitan museum setting. On summer Saturdays (June 18-Sept. 10), a free car show will be held in the park blocks adjacent to the museum. For more information call 503-226-2811 or portlandartmuseum.org.

THE HISTORY OF HORSEPOWER IN OREGON, a special show presented by the Oregon History Museum called "Pedal to the Metal: Oregon Motorsports Tradition." From a covered wagon and the first car built in Oregon to an Indy racecar, this show has something for every motor fan. Runs May 29—Sept. 4, 2011 in Portland.

PORTLAND TRIUMPH CAR OWNERS' CLUB: July 16 they will tour the museum and picnic lunch on the show field. Mid-day arrival expected.

NW REGIONAL MODEL A MEET/TOUR: August 4, the Model A Club of Portland will stop by the museum for a coffee/pop break around 8:30 am. About 150 cars will visit. Drive your ride and help host the museum. Should be quite a show! Call Doug Nelson to volunteer a couple of hours: 503-399-0647

STOP & SMELL THE ROADSTERS is scheduled for Aug. 28, 10-4, at the Oregon Gardens in Silverton. Always a fun event on the grass and among the flowers. Registration: call Trina 503-874-2536.

Volunteer of the Quarter:

Gene Jacobs

By Doug Nelson

Gene is currently serving on the Display Committee and is an active docent, pulling duty as one of our volunteer hosts. Last school year Gene helped mentor high school students for the Speedster Program. Good with a hammer and saw, Gene helped build our new garage and most recently helped on the fence with the air compressor enclosure between the Texaco station and the garage. Gene is always ready to cheerfully do his part and more. Now, if we could just clone him a couple times, we would have it made!

Thank you for all of your hard work, Gene!

The Gorge Was Good!

By Kay Nelson

With fine weather, for April 22-23, our NWVC&MM Education Comm. trip to check out museums in The Dalles and Hood River was declared a success. We saw four museums and they all graciously donated one of their top staffers to share the secrets (and a few pitfalls) of being a docent and operating a museum.

Probably the most popular was

WAAAM in Hood River. It started life as an air museum two or three years ago, but soon found that when they added cars under the wings of the aircraft that more of the public came to see cars first.

The Ed. Comm. was represented by chairman, Ray Hansen and wife, Wanda, Eric Olson and Marilyn Kongsli, Doug & Kay Nelson, along with John and Bev Chandler for the full two days.



Gene Jacobs works diligently on display bases for the show floor.

What Does a “Decent” Docent Do?

By Doug Nelson

What is a docent, you ask? Webster defines “docent” (do-cent) as a teacher or lecturer. In our museum, a docent functions as a host that has the opportunity to teach about the items on display.

Realistically, it is not required or practical to know everything about all the vehicles we have on display. It is far more important that we act as cheerful hosts for the interest of the visitors. By engaging in conversation with our guests, asking their name, where they are from or how they found out about our museum will be important ice breakers. As you let them wander, those with specific interests and questions will come back to a docent. Others will want to look on their own.

Being a docent with our museum can be a fun and rewarding experience. It fulfills a social need to communicate about a topic dear to our hearts. People love to see cars and motorcycles and we have some gorgeous examples to share.

Don Feller, our Docent Chairman, has developed a training manual that covers the basics and is available for study. Please consider being a docent at your museum.

Call Don Feller (503-639-1816) or Doug Nelson (503-399-0647) or check the website for the schedule: nwcarandcycle.org

The Great Oregon Steam-Up

By Al Hall

The Great Oregon Steam-Up is Antique Powerland’s big annual event. This year’s dates are July 30-31 and August 6-7.

During this event most everything is operating. We have train and trolley rides, lumberjack demos, steam threshing, traditional tractor pulling, flour milling, fire apparatus demos, stationary engine demos, a daily parade and more.

In addition, there are food vendors, a music tent with a popular bluegrass band, a big swap meet & flea market plus many exhibits.

Special activities for kids include our very popular Youth Passport to Learning. Kids love this because when completed there’s a daily drawing in which we give away two bicycles, a wagon and a model train set each day.

Membership: Dollars and Sense

By Doug Nelson

Your membership dues have benefits that are yours to use! This newsletter (mailed to you quarterly) and our website (available 24/7) are all-volunteer efforts.

First off, access to our museum is free to members by a code at the main gate. Members must call a board member or officer to receive the code (503-399-0647) and it is not to be given out to the general public. The museum is open on weekends during the summer from 9:30am to 4:00pm. The display and docent committee volunteers have done an outstanding job on your behalf.

In addition, winter storage for vehicles is available at a discounted rate of \$50 per month for members.

This summer, free admission to the Steam-Up can be available for our members and guests. You must display an acceptable vintage or collector vehicle, arrive by 9:00am, and stay on the show field until 4:00pm during one or more of the four days of Steam-Up. This offer is good for one car or motorcycle and is for two passes per vehicle. No leaving early - No exceptions.

And lastly, an outstanding campus has been developed for your use and enjoyment. This includes the Texaco Station, the show field, garage, and now, the 10,000 square foot display building. Where else in the world could you rent all this for a mere \$4.00 per month?

Please support your museum with your annual dues of \$48. Sign up a new member or two and share the wealth! Makes sense to me.

Of Globetrotters and Pioneers

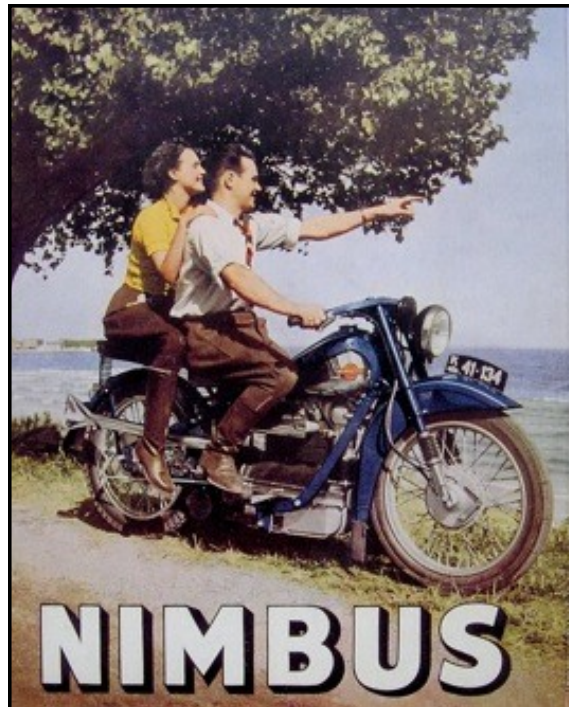
Part II: History of the Nimbus

By Bjorn Klingenberg

In our last issue, you read about the incredible voyages of Nimbus motorcycles. But what was the secret to the success of the Nimbus? Here is the exciting conclusion to this two-part article.

What made it all possible started with Peder Fisker already in 1910. He then developed the first quality vacuum, the Nilfisk, and his company evolved to become the largest manufacturer of cleaning equipment in the world. His first motorcycle, nick named the “stovepipe”, rolled out in 1919 followed by a new model in 1934, but the production ceased in 1959 due to the emerging of small inexpensive cars on the market and the stiff competition they represented. The production goal at Nimbus never exceeded 1000 units per month and only a total of 14,000 were produced. Honda, in comparison, in 2010 produced 18 million motorcycles, or 2,000 every hour.

Promotion was a key in Nimbus sales strategy adopting the slogan: “See Denmark and the World from a Nimbus”. Humor and pretty girls were themes, which never failed. The interest in Nimbus already began at an early age with children riding their half-scale Nimbuses in merry-go-rounds in the



The Nimbus certainly had advertising appeal.

Tivoli Garden and all around the country.

Participation in racing, both trial and track, was also emphasized. Joseph Koch, a most important ambassador for Nimbus, won the famous Denmark to Paris race in 1937 in only fifteen hours. Think about it – fifteen hours! Nimbus offered significant monetary support at rallies and later sponsored several globetrotters as well.

Among key customers were the military, the police and the postal service, all using different kinds of sidecars. The spirited riders of the yellow postal machines had the popular habit of riding with the sidecar in the air more often than

on the road along their routes between mailboxes around Denmark. Numerous other applications required special sidecars such as for ambulance service and milk distribution, all manufactured by Nimbus.

Technically, the Nimbus offered several unique characteristics for motorcycles at the time. They had a four-cylinder engine and an overhead camshaft with exposed valve gear driven by bevel gears, a shaft drive, the first telescopic front fork, and due to low engine compression required no muffler.

Everything came to a halt in 1940 when German troops invaded and occupied Denmark. Before the capitulation on April 9, Nimbus supplied the Danish Army with motorcycles equipped with sidecars mounted with 20 mm, Danish built, machine cannons. Many Germans and some Danes beat the dust along the southern border before it was all over.

No plans exist for a resurrection of the Nimbus motorcycle. Where the old factory was located in Copenhagen is now a modern apartment complex, appropriately named the Nimbus Park.

CORRECTION: The Nimbus globetrotters travelled more than 44,000 miles, not 30,000 as appeared previously. *The Messenger* regrets the error.

The KAR KORNER

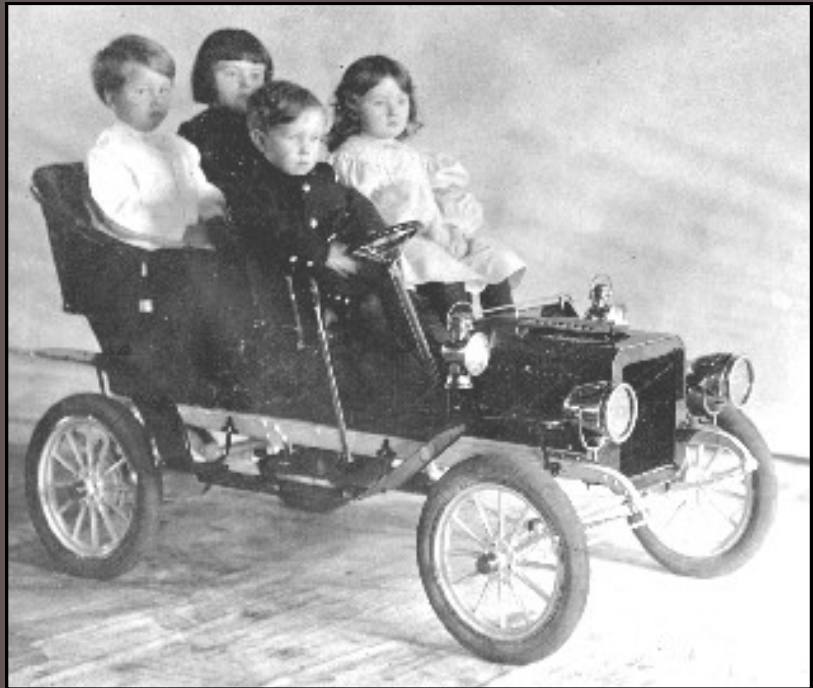
By Jerry Grulkey

Jerry's Kar Kwiz

1. Who did Henry M. Leland name his car after?
2. What year did the Chevrolet appear?
3. What was race car driver Barney Oldfield first famous for?
4. What was the first six sold by Ford Motor Company?
5. What means of power did the first Studebaker use?
6. Who was the first US President's offspring to own a car?
7. What future US President said in 1906, "Nothing has spread socialistic feeling more than the use of the Automobile — a picture of the arrogance of wealth"?
8. Who staged and sponsored the 1908 New York to Paris race?
9. What year was the first Glidden tour held?
10. When was the last Glidden tour held?

Name That Kar!

Can anyone guess the make of this "Baby _____ Model A Side Entrance Tonneau"? This half-sized exact model of the full-sized car was the sensation of the N.Y. Auto show in 1905. This is a rare publicity shot of professional child models who drove this 2 cylinder which ran on compressed air.



Grulkey Photo Collection

KAR KWIZ:

1. French explorer Cadillac.
 2. 1912 the "Classic Six" appeared.
 3. He started out as a bicycle racer and was hired by Ford to drive "999" in 1902.
 4. The Model "K" was produced in 1905.
 5. Horses pulled their wagons.
 6. Alice Roosevelt, TR's daughter bought an electric car.
 7. Woodrow Wilson.
 8. Newspapers, "Le Matin" of Paris and "The New York Times".
- NAME THAT KAR:
- 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, Jr.
- It's the Baby REO made by the REO Motor Car Company, Lansing, Michigan. And yes, the car is still in existence!
9. 1905.
10. 1915.

The Automotive Mascot

By Chip Hellie

Here we have a mascot of Bibendum, recognized nowadays as the Michelin Man. However, this isn't totally correct as Mr. Bibendum may have lead a more sordid life earlier on — one of some questionable behavior. Let's just say don't have a drinking contest with him and oh, what's up with that big ol' cigar Bib? And to think Michelin picked HIM as their PR guy? I can picture him smoking and drinking, driving down the middle of the road pointing the finger at all the "bad" drivers! This example is from the Browns Brothers Catalogue No. 11619 dating from 1912.

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: 1955 MG TF

By Chip Hellie

Here we have a 1955 MG TF Japanese tin toy by Bandai. Japanese tin toys were very popular back in the 50's and 60's. Made by several companies, most were copies of real cars currently manufactured at the time. These lithographed, friction all metal and rubber toys were much admired for their attention to detail when new. However, by today's standards with precision die casting, these old Japanese toys are almost laughable in regards to detail. This very lack of sophistication gives them a lot of charm, something now lacking in the



rather sterile, virtual copies produced today.

These toys were meant to be played with. Not an instant "collectors edition" or limited run like so many today. This makes them real collector items as they were played with and played with hard and very few survived being "driven" by young drivers.

This MG is an extremely rare example and the only one this author has seen. Most were modeled after stock MG's in a single color lithograph without the twin racing "Brooklands" screens or racing numbers.

It values today around \$150.00 to \$500.00 depending on condition and rarity.

MARK YOUR CALENDARS

Notable Events, Summer 2011:

- Now - Sept. 11 **The Allure of the Automobile*, Portland Art Museum
- Now - Sept. 4 **Pedal to the Metal: Oregon Motorsports Tradition*, Oregon History Museum
- July 10 High school car show, swap meet and adult car show combined
- July 15-17 International Harvester binder bee
- July 16 *Portland Triumph Car Owner's Club Tour
- July 30-31 *The Great Oregon Steam-up, car display on our show field
- August 4 *NW Regional Model A Meet Tour
- August 6-7 *The Great Oregon Steam-up, car display on our show field
- August 27 Annual truck show
- August 28 *Stop & Smell the Roadsters

*** See inside for details & volunteer opportunities for these events!**

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

