

Messenger



"EDUCATION IS OUR PURPOSE"

Volume 14, Issue 1

www.nwcarandcycle.com

January—March, 2016

CONSTRUCTION IN PROGRESS!



January 2

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December 9

See full story, page 3

Photos by Ed Weber

Letter From the President

By Tom Ruttan

This edition of the *Messenger* finds us closing out the old year and looking forward to the New Year. I hope you had an enjoyable holiday season and perhaps had a chance to reflect on events in 2015 and look forward what 2016 has in store for us. I have done some reflecting myself on the past year regarding your museum and feel that a lot has been accomplished, both from a membership events perspective and capital improvements to our facilities. The Speedster Program continues to thrive with continued mentor guidance and enthusiasm to bring a quality education program to the students. The Museum events are bigger and better every year, including the Member Appreciation Potluck, The Rendezvous, Movie Night, Steam-Up and our summer display in the Display Building. I am very excited about the progress on our new addition to the main Display Building. You will see on the cover of this edition that the outside structure of the front addition is nearly completed and significant work is being done to install the flooring for the second story. This part will be weathertight in the near future.

I want to leave you with a thought about the New Year and how you can make a big impact on your museum. The progress that has been made on the new addition has come about through a lot of hard work and dedication of many Museum members but could only happen through the generous donation of some of our members and others. I say some members because we still need many more of you to step up and help us to finish the Display Building. The funds raised so far will just about cover completing the exterior, making it weathertight and doing some interior work. We plan to apply for grants to help continue the work on the interior and make it a functional museum space but we really need your help to donate what you can to



fund this work. The chances to win the grants we will be applying for become much better when we can show that a significant number of our membership has supported this project. Please consider making a tax deductible donation to your Museum as soon as possible. The more we can do ourselves the better our chances for receiving grants that will complete the project.

All the best,

Tom Ruttan

In Memoriam: Dale Turnidge

July 22, 1920 - November 13, 2015

Dale Lewis Turnidge passed away on November 13, 2015. Dale was a Life Member of our Museum and a faithful supporter in many ways. He and his wife Marie donated funds for the Gazebo, the Speedster shop and the main display building. They donated two different Model T Fords and displayed their 1963 Chevrolet convertible during the 2014 summer display. Dale served in the Army as an aircraft and engine mechanic. He was a pilot for over 70 years and flew his first solo flight on December 6, 1941 — the day before Pearl Harbor was attacked. Dale was a peppermint and grass seed farmer in the Jefferson area for over 30 years before moving to Salem. He enjoyed collecting and restoring cars. Dale was soft spoken and modest about his many accomplishments. He was a true friend to our Museum and will be missed.

MEN AT WORK



Powerland volunteer Chuck Kincaid operated the lift so we could work on top of the building December 31. Thank you, Chuck! Photo by Tony Vassallo.



Mike Bostwick and contracted worker Jeff McKinley install the plywood sheathing on a chilly December 15. Photos by Ed Weber.

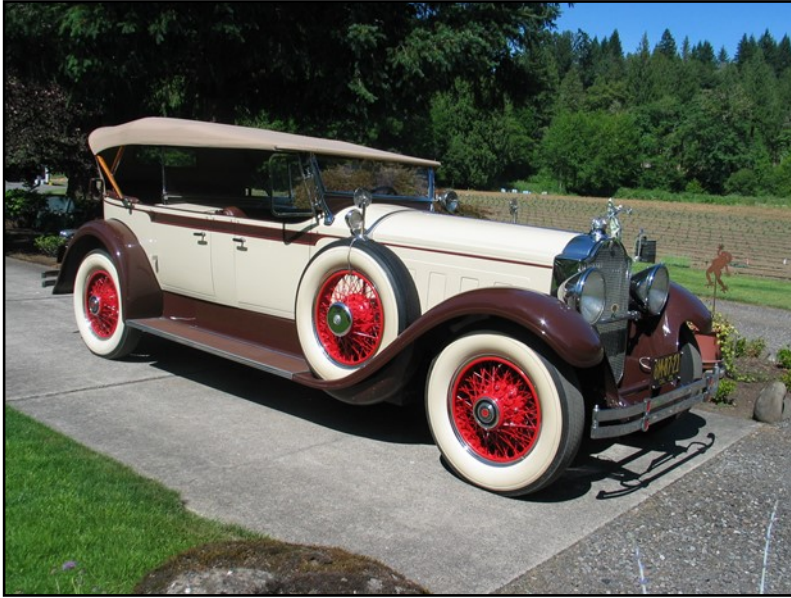
During the past several weeks, a crew of volunteers have been working on the new addition to the Museum. They have installed two thirds of the second floor (4 by 8 strand board) and the plywood face of the west wall. Gary LeMaster is our fearless leader. The challenge, of course, is to screw the plywood on the steel studs in the cold — and sometimes high off the ground. This task has been accomplished by a band of merry men consisting of Andy Ottolis, Bob Stucky, Dave Mulheron, Dale Deshane, Mike Bostwick, Tony Vassallo, Eric

Olson, Gary LeMaster, and Doug Nelson. Special thanks to Chuck Kincaid, a volunteer from Antique Powerland who operated the Gradall lift that positions men and equipment up against the building (top photo). Thank you all for your help and expertise!

The immediate goal has been to make the new building weather-tight and secure. The next goal this coming spring and summer is to secure bids for the interior and to continue to raise funds to finish the project.

Summer Display Sneak Peek: 1929 Packard

By Doug Nelson



This coming Summer the Museum will be featuring a 1929 Packard 6-40 dual cowl sport phaeton owned by Museum Member Bill Jabs. This beautiful car has a unique history. In the 1920's Earle C. Anthony, owner of the largest Packard dealership on the world, commissioned Bernard R. Maybeck to design his Los Angeles, San Francisco and Oakland showrooms. Maybeck, (February 7, 1862 to October 3, 1957), has been named one of the 10 most significant American Architects alongside of Frank Lloyd Wright and Thomas Jefferson. Maybeck was a professor of architecture at UC Berkeley, and designed more than 200 buildings in California and throughout the U.S. Earle C. Anthony special ordered this impressive Packard, and gave it to Maybeck as partial payment for his services. Maybeck had identical twin granddaughters, born in 1929,

who as young girls called the car "Showboat." The twins are still alive today. Maybeck was just slightly over 5 feet tall and never drove this large impressive car. His son and live-in architecture students chauffeured the Maybeck's to their destinations. It is believed that the car was sold during WWII, and eventually found on a California farm, being used to tow equipment. It was rescued in 1950, and ultimately sold to John Walton Jr. and given a full restoration in the 1960's. Bill Jabs purchased "Showboat" earlier this year and personally trailered it from South Carolina to Oregon taking 10 days to complete the trip. The Packard was shown at the Forest Grove Concours d' Elegance this year where it garnered 98.75 points in the CCCA Grand Classic.

Volunteer of the Quarter: Gary LeMaster

By Doug Nelson

Gary serves on the board of Directors and has taken on the important role of Maintenance Chairman and, by extension, has agreed to head up the Building Committee. Gary brings to the table his experience working for the U.S. Postal Service overseeing construction of Postal Facilities in the Northwest during his years before retirement. Confessing that he had not built steel structures before, he has been doing an excellent job of overseeing and physically working on our 12,000 square foot addition. Gary works well with contractors, suppliers and volunteer laborers to keep things moving forward. Thanks Gary for all your efforts this past quarter!





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!

Speedster Snapshots

By Doug Nelson

Photos by Mark Moore



Above: Mentors Don Blain and Andy Ottolis work with three of our home school students on one of the Model "T" Speedster projects.

Below: This year's Mentors and Students pose under the Enterprise banner. Many thanks to Enterprise for providing the donation of transportation for our students.



Museum Contacts

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1958 Buick *Limited* 4-door Hardtop

By Jim Schuette
Photos by Ed Weber

Our Buick was sold new in Salem, Oregon on June 26, 1958 to Mr. Strickfaden. I was told ■ that the Salem dealer only sold 2 Limiteds that year. The other one was black and ended up at Harris Auto Wrecking in the late 70's. I purchased our Limited in 1982 and am the fourth owner. It was in generally good condition but in 1987-1989 the car underwent a frame-on restoration which is reflected by today's condition. It has been driven to Reno's Hot August Nights three times as well as to numerous other local shows.

The 'Air Born B-58' Buick *Limited* (also called the 'All-Chrome' Buick) was a one-year revival of the 'Limited' name serving as Buick's top-of-the-line luxury car.

The *Limited* was offered in only three models: Four-door Hardtop; Two-door Hardtop and Convertible. With a base price of \$5,112 it was \$221 more expensive than a Cadillac Series 62 (\$4,891). Air conditioning was the only factory installed option available on the fully-loaded *Limited*.

The *Limited* you see before you is 18'-11" long and has a wheelbase of 127.5 inches. It is powered by a 'B-12000' 364 cubic inch 'nailhead' V-8 engine having 300-HP with a 'Fight-Pitch Dynaflow' which features three turbines and a variable-pitch stator.

One of the most notable features is the 'Fashion-Aire' grille which contains 160 faceted chrome squares shaped to maximize the amount of reflected light. The broad chrome rear quarter side panels had a fine chrome outline adorned with fifteen chrome slanted 'hash mark' accents accenting the space within. A lower chrome panel extends rearward from the back of the rear wheel to the rear bumper. At the rear-under the chrome edged fins- are unique tail-lamps wrapped with chrome housings and broken up by four chrome bands. The rear bumper 'Dagmar's' each house 'Dual-Jet' back-up lamps.



Only 7,438 Limiteds were sold making it one of the rarest and desirable Buicks of all post-war production. Today, the 1958 Buick *Limited* is routinely cited as an example of Detroit's styling period of chrome excesses as the *Limited* had more chrome and stainless steel trim than any car ever manufactured.

We did a great portion of the restoration work ourselves with the exception of the body/painting and the seat upholstery. We did the headliner, door panels, body disassembly and assembly work ourselves. Kathy still remembers me driving to the body shop, after assembly, sitting on a 5-gallon bucket!



From the Road to the Toy Box: Powell Pickup Bucks the Trend in Fancier Pickups

By John Quilter

In the 1950s, pickup trucks were slowly moving from being very utilitarian vehicles for work only to a more dual purpose of personal transportation and utility. They were getting more car-like and featured such things as V8 engines, automatic gearboxes, power steering and plush interiors. Some even went really over the top such as the Chevrolet Cameo and Dodge Sweptside which used a tail-finned quarter panel off a two door station wagon. Then there was the launch of the 1957 Ford

Ranchero, a car-based pickup which was followed by the 1959 Chevrolet El Camino. All this upscaling of pickups made them inevitably more expensive if not more desirable to some and offsetting the stigma of trucks being solely for tradesmen. See photo above of a selection of pickups from 1953 to 1959.

Then along comes the Powell pickup in 1955. This was made by the Powell Manufacturing of Compton, California. In order to keep costs very low, Powell designed a body of very simple stampings virtually eliminating compound curves. The front grill panel was a fiberglass molding and the rear panel and lift out (not hinged) tailgate panel was of diamond plate



sheet. The bed floor was a plywood sheet with a metal floor optional. There were no roll down door windows but sliding panels were used for ventilation. The most amazing cost saving feature of these vehicles was the fact that they used a chassis and drive train bought from wrecking yards and refurbished and rebuilt. They searched and located for all usable 1941 Plymouths that had reached the scrapyard state due to being 12 to 15 years old and were likely simply worn out. It was found the 117-inch wheelbase Plymouth with its open drive line and simple side valve six-cylinder engine was most suitable, plus there was exceptional interchangeability with other Chrysler products. Powell rebuilt the mechanicals and created the body themselves in their Compton facility. The first production trucks used what appeared to be a wooden 2X6 for a bumper, however, later versions went to a square section metal bumper painted white.

One unique optional feature of these trucks was one or two long pull out storage compartments with a round cover. They pulled out from the rear of the bed sides and could be used for storage of pipes, fishing poles, etc. Some information on the internet seems to indicate the overall length of these trucks was 168 inches but my research and scaling photographs down to create a model seems to indicate the length closer to 188 inches, at least with the larger bumpers. This



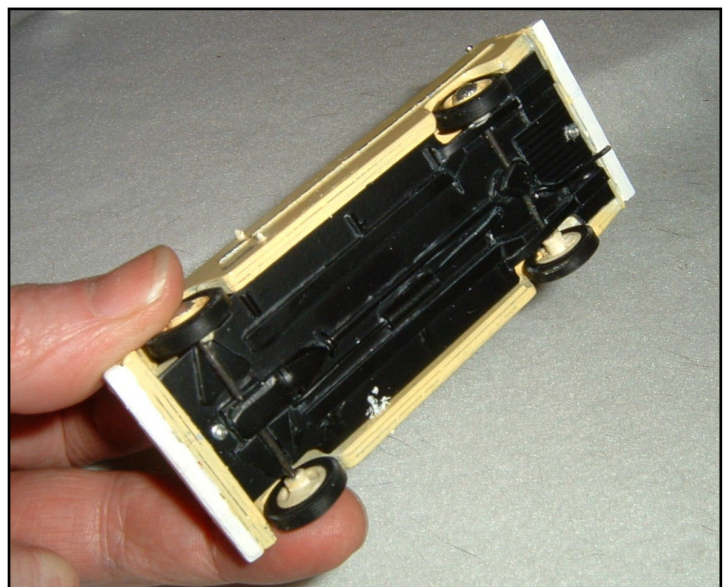
laminated together to get enough thickness to create a rounded edge. The rear panel was styrene plastic diamond plate stock. Headlamps were glass jewels (available at craft stores) surrounded by a wire formed headlamp rim. Wheels were from my stock of resin cast simple automobile wheels with domed hubcaps suitably painted and bare metal foiled. I had good internet photos to go by for the details and a friend who actually has about 3 real Powells on his property, was able to provide me some useful dimensions and other details. Good photos are critical and it is best if one can find a 90-degree side shot to enable scaling the model from this by reducing or enlarging the photo on a copy machine to exactly the right size. Chassis details were

could be determined using the known figure of the 1941 Plymouth wheel base of 117 inches. This length gave the Powell a 6-foot load bed which agrees with published information. Homely or just functional, the Powell did have an integrated look from cab to bed and there were no wheel wells inside the bed to interfere with load carrying. The hood opened from each side with a central hinge strip. Hubcaps were often reused 1940s Plymouth items. This very basic pickup sold for \$999, ultimately increasing to \$1198 for a "deluxe" version, still a big discount to the offerings from the Big Three.

By late 1956 the supply of rebuildable 1941 Plymouth chassis and engines was drying up and Powell ceased production even though there was a reported backlog of orders remaining. Why they did not update the chassis to a later Plymouth chassis is unknown. By 1957 Powell had declared bankruptcy for lack of paying excise taxes. The owners and brothers, Hayward and Channing, later restarted their firm but returned to making motor scooters which was their original work. Most Powell pickups were sold west of the Rockies and some were marketed to Plymouth/Desoto dealers as a shop truck, since Desoto had no in-house truck. In total there were about 1200 pickups built. The reorganized Powell company survived until 1979.

Now to the model that I created to replicate this unusual truck in my collecting scale of 1:43. This was scratch built using sheets of styrene plastic sometimes

approximated using a chassis photograph of a similar 1950 Plymouth from a brochure. I was inspired to do this project, which took about three weeks, by a posting on a 43rd scale model forum www.diecast.org/diecast98/html/asp/forums/forum43/default.asp someone mentioned there were no commercially available models of a Powell. After completion and posting photos some were impressed expressing they wanted one too but I only do one offs and no one has stepped forward wanting to do a resin casting using this as a pattern. I guess Powells are just a bit too esoteric or obscure.



Newsletter Gal Gets Schooled in “Name that Nose” Contest

By Laura Nelson, Newsletter Gal and admitted car newbie



In our last issue, I thought I was being clever by asking readers to identify this car strictly from the photo. I didn't know what it was when I ran the photo, I just liked the way it looked and needed a space filler!

The first (and most detailed) response came from member Stephen Kassis of Lebanon, Oregon. He wrote:

"I think your photo in the newsletter is a little ambiguous. This grille shell and radiator ornament was used by Chevrolet in 1929, 1930 & 1931. There were slight variations in that period, but in this photo, they would all be identical. The radiator ornament is called a Viking Cap and it was available as an accessory for all three of these years, though it was only used early in 1931 on Chevys. (They came out with an Eagle Ornament Cap in mid year 1931 and used it through 1932, and also on 1931-1933 Chevy trucks). The top of the radiator shell looks identical in all these years too – including the grille emblem. The answer is that it could be a 1929 – early 1931 Chevrolet but that is as close as can be determined from the picture."

Considering Mr. Kassis is the owner of The Filling Station in Lebanon, which has been providing reproduction Chevy and GMC parts since 1979, I am inclined to believe him.

Honorable mention to Portlander Jack Adams who also identified it as a 1929 Chevy.

The Poetry Corner:

Model Citizen

By Martin Doerfler

In moments of unusual clarity
those moments unusual, a rarity
I think to myself
there on the shelf
is escape from my special insanity

Why toil with the battered and rusty
the halt and the lame and the crusty
model cars I'll collect
not relics and wrecks
at their worst, models only get dusty

I'd sell every unfinished junk treasure
put wife's car in the garage where it's never
set tire before
on a clean cement floor
inside and out of the weather

Old buddies might question my plans
for a new grease and oil free romance
my new fascination
a gent's avocation
like golf, but without the plaid pants

But as lovely as scale models are
they lack the mystique of the car
the noise and smell
weave a sorcerer's spell
so out in the shop there I are

Vince's Toy Box

By Vince Neuman

This is part of my toy box. I have been an old car nut for 60 years. These show the "Graham Station." It is a parking lot of the train station. There is a model of at least one of each Tootsietoy Graham of the 1930s, plus two Sharknose Grahams, a Hollywood convertible and my Hollywood sedan. I had that made by a model-maker in Tucson in the 1980s. I also have a wide variety of other models including many aircraft. I was a World War II Navy pilot and am a docent at the Eugene Oregon Air and Space Museum.



Photo provided by Vince Neuman

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

By Marty Boehme

Our Swiss friend Bruno came to live with us in California for a year in 1973. He slept every night on our living room hide-a-bed. He was 26 at the time and had

- traveled the world after finishing his Swiss machining apprenticeship. After meeting another Swiss machinist in our town, he worked his trade "under-the-table" at the guy's shop.

Bruno got tired of walking a half mile to catch a bus, so saved up enough money to buy a 1959 Chevy. This 2-door rattletrap had no back seat or any seat belts. Our little girls adored Bruno, but I drew the line when it came to my kids wanting to ride with him. "I need no insurance," he told me. "Instead, I have a prepaid ticket back to Switzerland!"

His year-long visa was up in '74, so he quit his illegal job and left our home. I got a phone call from him on the very last day of his visa. He announced, "I'm at the Texas border and driving into Mexico on my way to Panama!"



"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

10 minutes north of Salem
 30 minutes south of Portland

MARK YOUR CALENDARS

- Jan. 7 First speedster class of year.
 Each Thursday of the week speedster class meets at Museum Garage 9am to 3pm
- Jan. 20 Member/Board meeting 6:30 pm at Texaco Station
- Feb. 17 Member/Board meeting 6:30 pm at Texaco Station
- Mar. 5 Board of Directors Retreat at Powerland Board room, 9am to 3pm.
- Mar. 16 Board/Member meeting 6:30 pm at Texaco Station
- Apr. 1-3 Portland Swap Meet Portland, Oregon
- Apr. 13 Board/Member meeting 6:30 pm at Texaco Station
- Apr. 16 Annual Member (and guest!) appreciation potluck and gathering. More information to come!
- May 18 Board/Member meeting 6:30 pm Texaco Station
- May 14-28 Winter storage cars move out of Museum, Summer show cars and Motorcycles move in
- June 4 Museum opening weekend for Summer Display
- June 15 Board/Member meeting 6:30pm at Texaco Station
- June 25 Annual Rendezvous on Museum Show Field 8am to 4pm

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!