

History

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the looks and the price; in addition, he said, it was complete and ready for restoration.

“I never had the money or the place to work on it,” Sigrist said. “I kept it in the garage for 40 years until we moved here and I retired.”

In 2018, after all those years, he decided to try to get the neglected pickup running again. He cleaned out the old oil and some of the rust and hooked up a battery. Then he turned the key.

“Unbelievably, it started,” he said, still amazed nearly a decade later.

After that, Sigrist redid the fuel system and the brakes. In August 2019, he took it to Cruising McMinnville for the first time.

Although it was still smoking at the time, he made a few laps of Third Street, giving rides to relatives. On the last lap, with his brother Glen in the passenger seat, they ran out of gas. “Luckily, there was a parking spot right there,” he recalled.

The 1938 truck takes regular gas, but Sigrist makes sure he fills it with non-ethanol. He can find it at stations in Yamhill and next to the Sheridan DQ, he said.

After that first Cruising event, Sigrist’s brother, an automotive machinist at Davisons for 43 years, rebuilt the original 216-cubic-inch motor.

Naturally, Sigrist said, “that led to a full-blown restoration.”

“We tore it completely down,” he said.

He sent the sheet metal to Eugene for chemical stripping; the grill went to Vern Todley in Vancouver, Washington, for restoration. He hired Matt Wertz of Sheridan to paint the pickup — a double coat of clear base coat, followed by multiple layers of paint.

He was pleased to find the paint code so he could return it from navy blue to the original Swift Red color. “My ex-mother-in-law came to see ‘Old Blue’ after it was finished. She was disappointed by the red,” he said.

He’s not.

He’s also very protective. While working on the engine of the newly repainted truck, he asked his wife to hold the flathead

screws as he tightened them, lest they slip off and chip the paint.

And Mary claims he won’t let her step onto the shiny black running boards, either. She must hop in without touching the finish.

“There’s a lot of money tied up in that paint job,” said Sigrist, who keeps the truck in a climate-controlled garage. He added that he “won’t be hauling rock or manure” in the bed, which shines with 16 coats of black paint that make the oak boards shiny.

He has plans to add — carefully — an Ivie Hardware sign on the sideboards above the bed.

The sign will be a finishing touch for a project that has focused on historical accuracy, Mary Sigrist said.

“Half the time he spent was doing research,” she said, noting her husband’s efforts to document the history of the pickup.

“He’s methodical; a perfectionist,” she explained.

Paul Sigrist attributes that to his Swiss heritage. His father was born and raised in Switzerland, he said, and a tiny Swiss flag near the truck’s historic vehicle license plate honors that.

As much as Sigrist himself loves the results of his pickup restoration, he said he’s still surprised by how much attention the truck gets. At the Amity Pancake Breakfast this summer, he said, crowds surrounded it in admiration.

Sigrist is proud of his success at the Concours d’Elegance, an invitation-only competition that draws “really fancy ’30s cars” that are scrutinized closely, he said. Pickups were a new category, and he took First in Class. Even better than the title was a chance to drive his truck onto the stage in front of the crowd.

But Sigrist is most pleased with the trophy he received at Cruising McMinnville last year. All the trophies at the event are handmade by local motor enthusiasts and high school fabrication students; each is unique.

The Best Truck 2025 trophy is made of car parts — a belt pulley, lifters, a timing chain, rockers, etc.

“Heck, no, I didn’t expect this,” he said. “After all, it was my first car show.”

Cruising, car show, poker run planned for this year’s festival

The News-Register staff

Cruising McMinnville, one of the city’s most popular events, will return Saturday, Aug. 22, with a car show and driving event. This year, it also will include a 47-mile poker run tour of the Willamette Valley on Sunday.

Cruising McMinnville also is a fundraiser. Car show and cruising proceeds go toward scholarships for students pursuing the trades, as well as grants for teachers in the trades or science, math, engineering and technology fields.

In addition, the event raises money for local nonprofits, with the winners chosen by Cruising McMinnville volunteers. Five organizations receive \$1,000 each.

This year’s poker run will benefit the See Ya Later Foundation, which helps families dealing with critical illnesses.

Saturday will feature a car show with hundreds of vintage and classic cars from noon to 5 p.m. Raffle drawings will be held at 1 and 3 p.m., and awards will be presented at 4 p.m. The trophies are all handmade by fabrication students and car enthusiasts.

At 5 p.m., owners of the display cars will return to the driver’s seats to lead off the cruise. They will be joined at 5:30

by community members — anyone can participate, free of charge.

Until 9 p.m., cruisers will travel west or east on Third Street, turning at Baker on the west or Irvine on the east, and returning to their starting point via Second or Fifth.

Cruising is a nostalgic activity for many participants, who spent weekend nights cruising Third Street to flaunt their cars and socialize when they were teens and young adults. The practice was popular until the mid-1980s, but has never been forgotten.

The new poker run will start at 10 a.m. Sunday from Davison Auto Parts. Cars must register and get on the road by 11 a.m., and return by 1 p.m.

The event is not timed; participants are encouraged to drive the speed limit and follow the rules of the road.

Entry is \$25, which includes one poker hand; an additional hand costs \$15. At each stop on the run, drivers draw one card to add to their hand. They submit their best hand upon returning to McMinnville, and cash prizes are awarded to the winners.

For more information about Cruising McMinnville, visit www.cruisingmcminnville.com.

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Will the McMinnville City Council ignore its Constituents??

City Council must deny the McMinnville Planning Commission Recommendation On Zone Change ZC 1-26 Affecting The Grandhaven Elementary School and Grandhaven-Chegwyn Neighborhoods.

On July 16, 2026 the McMinnville Planning Commission voted, over public opposition, to refer the proposed zone change to City Council for approval. The Planning Commission completely disregarded public testimony, scientific data, any less intensive residential zoning alternatives and a petition signed by 130 of the affected residents.

The zone change, if approved by City Council, will allow for up to 80+ apartments to be constructed by an out-of-town developer on 3 acres of publicly-owned land adjacent to a public park, across the street from Grandhaven Elementary School resulting in:

- Dramatically increased traffic
- Safety risk to children in a highly congested area
- Multiple three-story buildings up to 46 feet tall
 - Minimal on-site parking
- Buildings less than 20 feet away from existing homes resulting in a complete loss of privacy

Today it is Grandhaven-Chegwyn - tomorrow it will be your neighborhood!

Contact your City Council members to let them know you also oppose this zone change and please attend the upcoming City Council Meeting on 25 August 2026 to show support for Grandhaven Elementary School children and your neighbors.

For more information or to help offset the cost of this ad contact: grandhavenchegwynpetitioners@gmail.com
Paid for by the Grandhaven-Chegwyn Petitioners