



1909 CADILLAC DONATED TO MUSEUM

On Friday, January 2, the Northwest Vintage Car and Motorcycle Museum became the newest caretakers of "Jeannie," a 1909 Demi-Tonndeau Model 30 Cadillac with a long history in the state of Oregon. The car was donated by Alice Hartness-Reichle and her husband David Reichle of Portland. See page 7 for the full story.

Right: Alice Hartness-Reichle rides in "Jeannie" with her parents, George and Helen Hartness, in 1953 near Holladay Park in Portland. (Photo courtesy of Alice Hartness-Reichle)

Below: Donors Alice Hartness-Reichle and her husband David Reichle pose with "Jeannie" before the car was trailed to the Museum. (Photo courtesy of Mike and Rosemary Bostwick)



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Letter From the President

By Tom Ruttan

We have come to the end of 2014 and I hope everyone had a good Christmas holiday. Your museum continues to be a vital part of our collector vehicle hobby and community as shown by the successful year just completed. The vehicle shows, summer museum display, member events, Speedster program, educational presentations and of course our participation in the Steam-Up are highlights of the year and show the value your museum brings to all our members. You can count on more of the same in 2015 and maybe even a few surprises. Check the calendar and postings in the newsletters and website for the latest events and activities.

What will make this next year more meaningful and memorable for you is to come out to these events and volunteer to help out when you can. Our museum is only as good as the members who actively participate, and that is you!

This next year will be very important for the ongoing fundraising effort to build the next phase of our Display Building. We had a great start in 2014 but it is vital that we reach our goal this year of raising the funds to qualify for the matching grant from the Murdock Foundation. Please do what you can in this effort: buy a paver stone, donate a vehicle, buy a beam or donate



some cash. Whatever you can do will be greatly appreciated.

I am looking forward to the New Year and all that it brings for our museum and hope to see you at many of the events this year.

All the best,
Tom Ruttan



Find us on [facebook](#) !



“Like” us to get event reminders, fun facts, and photos.

We also welcome your photos and news of other events.

(Search for *Northwest Vintage Car and Motorcycle Museum* or find the link on our website, www.nwcarandcycle.com)

Please Join Us! Member Appreciation Potluck April 18



The Museum will be holding its annual **member appreciation potluck luncheon** on Saturday, April 18, beginning at 11:30. There will be door prizes and a raffle this year, and many cars will be on display. We will furnish beverages, tables and chairs, plates and utensils. Potluck assignments as follows:

Last name A-F: Salad
Last name G-K: Main Dish
Last name L-Z: Dessert

We encourage you to bring your family, drive a vintage vehicle or wear period clothing, though it is certainly not a requirement.

Spotlight from Summer: Vintage Racer

By Doug Nelson

This vintage race car was on display at the Museum last summer and is owned by Victoria Johnson. It was built by her late husband Garnie Johnson after being found in a old shed in Modesto, California.

The tail section appears to be hand built. The front and rear axles came from Ardean George, a dirt track racer, of some renown, in the 1950's. The motor is from a tractor. Our museum seeks out different and interesting vehicles each year. Museum member Mike Bell arranged for this display.



If you own a car or motorcycle that you would like to display at the Museum, contact Doug Nelson 503-399-0647.

Gene Walker Rides Home with Hardware from National Meet

By Doug Nelson



Museum Member Gene Walker savors the moment, winning two first place trophies in two different divisions at the Antique Motorcycle Club of America National Meet.

This event was held this past summer in Dixon California, for the first time on the West Coast since the Club was formed in 1954. Gene restored both motorcycles from the ground up to “like new” condition. The 1913 “Silent Grey Fellow” has been in his extended family for over 80 years, acquired by his wife’s grandfather when it was a “used bike” The name, Silent Grey Fellow, came about because it was the first in the industry to have a muffler and could be run in a silent mode as to not scare horses, back in the day. Early Harley-Davidsons were painted grey with red trim during

this time period.

The red 1948 Harley-Davidson model 74 was so named because the motor had 74 cubic inches of displacement. It was also known as a “Panhead.” Gene acquired this motorcycle during the time he and wife Jeannie owned Walker Cycle, Salem’s Harley-Davidson dealership that was started by Gene’s Father Glen Walker in 1944. Gene joined his father in the business after high school.

Restoring this Model 74 was a real challenge because a previous owner had over restored it and incorrectly so. It had to be completely done over as Gene is a real stickler for doing it right, and the national award is proof that he did it right. Congratulations, Gene!

The photos were taken at the National Meet by Museum Member Spike Smith.



Museum Board of Directors to Hold Retreat

By Doug Nelson

The Museum Board of Directors and Committee chairpersons will hold a retreat on Jan. 31, 2015 to set goals and work on a calendar of events for the coming year. Topics will include fund raising, educational events, youth programs and long-range planning. It is anticipated that this will become an annual event to guide the Museum in the future. The retreat will be held at the Board Room of Antique Powerland Brooks, Oregon.

Winter and Spring Events of Interest in the Salem Area

Jan.31, 2015

Salem Collector Car Auction
Oregon State Fairgrounds
Petersen Auction Group of Oregon. 5
41-689-6824

April 1 and May 1, 2015

Silverton First Friday
Silverton Flywheels
503-873-2573

March 7-8-9, 2015

Salem Roadster Show,
Oregon State Fairgrounds

May 17, 2015

Rev-Up in Keizer
503-851-7801



Upcoming Swap Meets (Call Ahead for Details and Times!)

By Doug Nelson

Jan. 11, 2015: Albany, Ore. Mild to Wild Motorsports and Cycle Swap Meet
Linn County Exposition Center. Call Steve at 541-990-8087

Jan. 18, 2015: Canby, Ore. Canby Auto Swap
Clackamas County Event Center. 503-266-1136

Feb.7-8, 2015: Puyallup, Wash. 41st Annual Corvette & High Performance Meet
360-786-8844

Feb. 14-15 2015: Puyallup. Wash. Early bird Automotive Swap Meet 253-863-6211

March 8, 2015: Puyallup, Wash. Spanaway Moonshiners Jeep Club 4 x 4 Off Road and High Performance Swap Meet. 253-833-3926

March 14-15: Puyallup, Wash. Almost Spring Swap Meet
Western Washington Fairgrounds.

April 9-11, 2015: Portland. Ore. PIR Auto Swap Meet
Portland International Raceway. 503-823-7223

April 10-12, 2015: Portland, Ore. Portland Swap Meet
Portland Expo Center. 503-678-2100

April 26, 2015: Corvallis, Ore. Swap Meet. 541-754-8889

Photo Essay: A Day in the Life of the Speedster Program



Left: Speedster class member Morgan receives instruction from Mentor Andy Voytilla at the sewing machine set up in the Texaco Station. Each Thursday during the school year mentors and students gather to learn about a variety of operations that go into restoring cars and motorcycles. Upholstery is one of these skills that is needed but is becoming harder to find qualified people to take on this trade.

Want to know more about the Speedster Program? Donate tools or time? Call Don Blain at 503-585-8078 or contact any of our board members.



Above: Museum Member Dean Lohrman caught on a work break. Just kidding, Dean! The Speedster Program would not have succeeded without Dean's steady hand. He is the Salem Public School teacher who is responsible for recruiting the students for the program. He is in charge of them while they are in class and he is learning about antique auto restoration like the rest of us, mentors and students alike.

Below: Mentors Don Petersen and Andy Ottolis discuss with speedster class member Joshua the fine art of straightening the steel spokes on a 1926 Ford wheel.



The Story of “Jeannie,” the Museum’s Newest Member

By Alice Hartness-Reichle

Jeannie, our 1909 Demi-Tonndeau Model 30 Cadillac, was purchased in 1909 from the Cadillac factory in Detroit, Michigan by C.F. Smith, a rancher and well-known citizen in Prineville, Oregon. She was driven to New York and then across

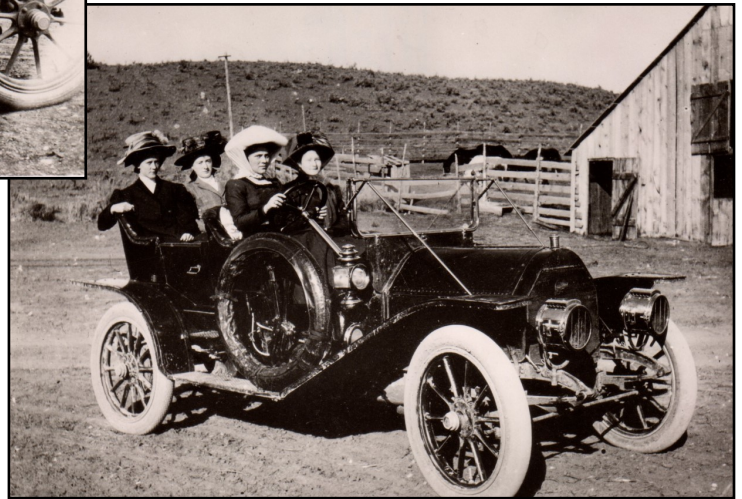
Grove Concours d’ Elegance, Cadillac historic events at local dealerships, the Grand Floral Festival Parade, the former Merrikana Parade, and the Rose Festival Children’s Parade. She was an icon at the Lloyd Center Exhibitions, and for 16 years straight, participated in the NE Portland Gateway Parades. She was the lead car in the opening of the new Banfield Freeway (I-84), and hosted and chauffeured Rose Queens and Princesses, parade grand marshals, movie stars, and prominent local and state politicians, and always done with the gracious and welcoming smile of her proud owner, George Hartness. She has not just been the old car in the garage, but a family member who has been loved and cherished.



“Jeannie” with original owner C.F. Smith and friends in Prineville, Oregon. Photos courtesy of Alice Hartness-Reichle.

the country to Central Oregon. In 1912, she was purchased by O.C. Hale of Madras, OR, who years later sold her to a car dealer in Eugene, OR. She spent numerous years in the basement of the dealership building until Ken Mutch, a founder of the Historical Automobile Club of Oregon, located her. After several years of bargaining, he was able to purchase her from the dealer in 1946. He named her “Jeannie” because she has spent so many years located in Eugene. Ken met my parents, George and Helen Hartness, through Masonic organizations shortly after World War II. Both Ken and Dad were incredibly mechanically inclined and were “car guys.” Dad joined H.A.C.O. and bought “Jeannie” from “Uncle” Ken in late 1949. Dad spent the next two years restoring her, and began entering her in competitions and shows in 1952. He re-restored her in 1970.

“Jeannie” was a constant fixture and winner at car club events, exhibitions and parades including the former Rose Cup Concours d’ Elegance, the Forest



After dad passed away in 1983, “Jeannie” continued to tour and be shown by my mom, Helen Hartness, David Reichle (son-in-law), and me, Alice Hartness-Reichle, until the death of mom in 2000. Our daughter, Elizabeth, was also involved with touring and sharing the history of “Jeannie.”

The donation of “Jeannie” to the Northwest Vintage Car and Motorcycle Museum will allow an elegant “lady” to shine once more, be enjoyed by many, and be honored for her contribution to our Oregon state history, as well as honoring the people like my dad, George Hartness, and Ken Mutch, who were visionaries in understanding the need to preserve our past and very human relationship with automobiles.

Car Guy Tour, Part 2

In our last issue, we erroneously reported the name of the Italian tour attended in September by Andy Ottolis and Doug Nelson as the “Old Guys Car Tour.” Laura Nelson, Doug’s daughter-in-law and newsletter gal, only slightly regrets the error.



Clockwise, from top: Yellow Lamborghini as seen at the factory show room. View of residential area around Lake Como in Northern Italy. Red Fiat 500 coupe year 1965. Borrani Wheel Company plant manager demonstrating features of wire wheel.



Memories from The Termite Sandwich

By The Termite Sandwich

(With assistance from Stephen and Connie Miller)



Happy to meet you, fellow V-8ers! I'm a 1933 Ford Station Wagon. My car life started at Pop and George Gates' Ford, Lincoln & Fordson dealership in Medford, Oregon. The dealership sticker is still on my dash. My body number is #27.

My new home was Prospect, Oregon, which is 40 miles northeast of Medford and about 30 miles southwest of Crater Lake National Park. John Hackerup, employed by COPCO (the local power company) took me in and drove me until 1961. John was a ditch rider for the power company so I saw a lot of the beautiful country in the Rogue River Valley.

My second owner, Jerry Orndoff, used to pull a ski boat behind me and take his family on local trips. Jerry and Stephen Miller were brother firemen for the Medford Fire Department and while associated with the firefighters, I was lovingly nicknamed the "termite Sandwich." When Jerry was

ready to sell me, Stephen became my third owner so I went to his home in 1974 and am still a member of his family. I had 32,000 miles on my speedometer in 1974 and now have 53,000 miles from various car club activities and taking the Millers on camping trips, to car shows, and other events. Some of my favorite times include the grandchildren sitting in me playing games (like 101 Dalmations, Jill and Carson's favorite) and pretending to drive me.

I am still an all-original car, including my Detroit lubricator-carb, and have been cosmetically restored with paint, upholstery, and minor mechanical repairs. Presently I reside in the northern Willamette Valley and enjoy the view and activities there.

Someday in the future, Stephen will give me to his son Steve and grandson Cole James Miller, and I will return to the Rogue River Valley from whence I started. What an adventure I have had.

Museum Contacts

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Currently vacant. Please call Doug Nelson if interested in helping.

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The Tale of the "Immortal"

By Andy Ottolis

The "Immortal" is a 1955 Chevy 2-DR Handyman wagon that has been in our family for 54 years. It was my father's first car, my first car and my son's first car. I think this makes her pretty special.

She came into our lives on October 12, 1960 when my father purchased her from Service Chevrolet on Colorado Blvd. in Pasadena, California. I remember the excitement of our first car and shining her up every weekend. He paid \$580 and she had 51,000 miles on the clock. From 1960 to 1968 the car saw faithful family service to and from school and on many camping trips throughout the western states. It has created wonderful, unforgettable memories.

In 1968 my parents bought a brand-new Ford Mustang and the "Immortal" sat unused in our front yard. By this time, '55 Chevys were popular with youth, so a day would not go by without someone trying to buy it. Best offer we had was \$200. Many times I had to convince my Dad: "Don't sell it!". By this time, she had over 100,000 miles and her motor and interior were worn. Back then, twenty year old cars with this mileage were sent to the junkyard. She would backfire and twice caught on fire frying the carburetor and hood top. Once, this happened at a gas station and they called the fire department!

Around 1970, I started working on the car, before I got my license to drive. Over the course of four summers, I took auto shop in high school and got her running. The first summer I rebuilt the motor at cost of \$125. The front end,

suspension and gas tank came later, as did a \$29.95 paint job from Earl Sheib. She looked decent and provided faithful service throughout high school and college in San Diego. I have great memories of surfing and camping trips from Santa Cruz to Baja California, where we went up sand dunes and drove along the beach for miles.

In the summer of 1978, I went overseas and the car was put away in a barn.

Fast forward twenty years to 1998. By this time, I was living in Oregon and had a family. I thought this would be a great restoration project with my eight year old son. To my satisfaction, the

engine I had rebuilt in 1970 with 54,000 miles, now purred to life after just fresh gas, new plugs, new radiator and new water pump. The body was rust free with little work to do. I put new paint in her original colors, new chrome, and restored her original interior. Little did I know then that it would take me eleven years to put her back together! Today she is as good as she appeared in 1955, still in the same family and driven by four generations. We call her "Immortal."

Oh, the memories she has engraved in all of us. And I just realized even my grandfather drove her when he visited us 52 years ago! WOW!!



The Toy Box

By Chip Hellie

Large tin European toys from the 20's and 30's commanded large prices, especially during the 1980's when the toy collecting mania got itself into high gear. Without the benefit of the internet these toys were difficult, if not impossible, to source — bringing demand well over supply. Unfortunately, this strong demand and prices



brought out some “ethically challenged” individuals who created some rather convincing fakes, preying on the unwary.

Most people were aware of fake cast iron toys, but not so much with large tin. The great amount of effort to produce these wouldn't make sense had not the originals brought \$5000 or \$10,000 or more! Lots were produced in South America. This toy is like what you would have seen from PAYA of Spain.

What gives them away are several factors and each can vary. Mainly, the original toys would have been lithographed finish, not hand painted. Details like pinstripes etc. would be in the lithograph finish.

Additionally, the metal would be pressed with all details like louvers and trim pressed in. They would also likely have compound curves pressed in. Replicas would be made from all flat sheets. The originals would be held together with folding tabs and replicas soldered together.

The Poetry Corner

Just Saying

By Martin Doerfler

C'mon in bud, pull up a block
I'm glad you're here we need to talk

That flathead there is pretty clean
won't get grease on your good jeans

Thing is we're both getting on
and the string gets shorter with every dawn

And I know admitting it's really tough
but buddy - you've got too much stuff

It's plain as day your shop is packed
with cars on racks and cars on jacks

Now don't get mad at your old friend
but some good things just have to end

Its time for you to thin the herd
sell off about half – at least a third

And when you decide to lower that boom
...call me up I've got some room

Wheels are another dead giveaway. Original toys would have a stamped/pressed wheel, sometimes with a rubber tire. Fakes were always cobbled up, hand built and never made to perfect easy-to-roll standards. Most European toys had wind-up motors and many had the toymaker stamped into the bottom pan such as J.E.P., a French maker who made some of the best.

This toy pictured is bogus; however, it still has lots of charm and is well made. As long as you don't pay original prices these toys still offer a lot and can make nice display pieces.



"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

January 21, 2015:	Board and member meeting at Texaco Service Station, 6:30 pm
February 18, 2015:	Board and member meeting at Texaco Service Station, 6:30 pm
March 18, 2015:	Board and member meeting at Texaco Service Station, 6:30 pm
April 15, 2015:	Board and member meeting at Texaco Service Station, 6:30 pm
April 18, 2015:	Member appreciation potluck in display building, 11:30 am Last name A-F bring salad Last name G-K bring main dish Last name L-Z bring dessert (See page 3 for more details)

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!