

Messenger



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MEET OUR NEWEST MEMBER, MR. HUDSON



Photo by Mark Moore

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This 1951 Hudson Commodore 8 Four Door Sedan was donated to the Museum by member Doug Bomarito. He wants us to finish the restoration, so we can see how beautiful the car really is and a dream to drive. Thank you for your donation, Doug! We are looking forward to sharing the beauty of this vehicle with our members and guests.

Letter From the President

By Tom Ruttan

I hope you had a chance to take in one or more of the museum events this summer. Our Rendezvous is getting bigger and better every year and this year we had good weather and good attendance to see a wonderful collection of vintage vehicles on display. Our friends from the Vintage BMW motorcycle club joined us this year putting on a great show of BMW motorcycles that everyone enjoyed. The Steam-up was the biggest event for the summer covering two weekends in mid-summer. While the attendance was down a bit this year, it was still a lot of fun and a lot of people passed through our museum buildings allowing us to show the world what we are all about. I enjoyed playing with the band New Horizons Big Band that brought some big band swing music to the second Saturday of Steam-up. We have also completed another season of vintage vehicle and collectables on display in the main display building. Keep an eye out for announcements this spring for next year's display.

Speaking of The Display Building, things are about to get a lot busier here as the construction is about to start on the new addition to the main display building. More details can be read elsewhere in this newsletter but as of this writing we expect to start erecting the shell of the new addition in early to mid-October with the goal of finishing most of the outside structure before the winter weather sets in. The building committee lead by Doug Nelson and Gary LeMaster has been working very hard with the architect, the county, material suppliers and erection contractors to



pull this together. It looks like that with all this hard work and a few lucky breaks, we are able to move forward with this project a little sooner than expected.

All the best,
Tom Ruttan

Volunteer of the Quarter: Rosemary Bostwick

By Doug Nelson

Rosemary Bostwick has dedicated many hours of her time to helping support the Museum in its fundraising and social efforts. Besides her role with the ladies in the planning and construction of each year's quilt and her tireless efforts towards selling those raffle tickets, she also volunteers as a docent and helps run the Museum store. She is an asset to the Museum and we truly appreciate all her work. Thank you, Rosemary!



Vintage Chevs Visit

Photos and story by Ed Weber

In August, the VCCA's Columbia Region Chapter drove in with about 70 vintage Chevs and parked on our show field. We captured some of the unique Chevrolet designs through the years.



Above: The 1951 Chev had a distinctive tail end.

Below: The characteristic front grill of a 1934 Chev.



The 1955 Chev Bel Aire had a unique front grill & bumper and hood ornament.



The 1957 Nomad was in a design class all by itself, with its front grill and two hood ornaments, sunshade, tail fins, and its trademark chrome stripes on the tailgate.



A Member Reminisces

Or, “A Brief Museum History from a Happy Member”

The writer wishes to remain anonymous

I've been part of our car/cycle museum almost since its beginning. I would stop by to visit with Larry Leek to find out what was happening. At that time, the station was being built. The show field was a BIG mess of flotsam with a couple of old Studebakers sitting in the weeds.

But through the efforts of a few, that area was cleaned up. I remember seeing Roger White loading up his trailer with stuff to be burned. Because of the ban on burning on the property he took it home!

Then we had the “Open House” to celebrate our station's opening. I was invited by Larry himself to be there! What a very memorable time my son-in-law and I had that day. It was GREAT! We all remember the vintage open French race car that drove up. The driver dressed in gloves, goggles and helmet had mud splattered all over him and his car. It was wonderful to see the guy and realize he had driven over 50 miles just to take part.

I was there when the many yards of concrete was poured for the Museum's slab. I was amazed at all those heavily loaded cement trucks as they ran over a corner of the station's slab without the slab breaking off – a sign of the measures our guys took in preparing the foundation.

Then our show field was planted. It was beautiful! The grass was so perfect it was just fun to run around

on it with bare feet! At that time, our gazebo was being built. The day that volunteers put together most of the structure was a time of people working together for a common goal. The camaraderie was great!

Many things have taken place since then. The back part of our display building was completed. Trees on the show field have taken over to provide more and more shade. Thanks to a few dedicated volunteers, we now have a swap meet, a rendezvous car show, a movie night and a potluck dinner all in the interest in getting our members together for a social time. I really have connected with fellow members sharing these times together. We are becoming a “family of friends.”

The museum's speedster program has had many successes with our museum mentors working with youths who are having trouble fitting in with traditional high school studies. What a GREAT program!

As a member, one of the things that is personally meaning for me is the privilege of storing my street rod for the winter in our climate-controlled building. It's cheap storage compared to “U-Store It” places.

I will always be a member! My final good-bye will involve the donation of my car to our museum. My family will be buying a paver stone with my RIP inscribed on it.

**MEMBERSHIP LAPSED? KEEP FORGETTING TO
SEND THAT CHECK?
NEVER FEAR! WE CAN HELP!**

**Use the handy membership form on the right to quickly and (almost)
effortlessly renew your membership. We miss you!**



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!

Jeannie the Cadillac's Summer Vacation

By Mike Bostwick



Bob Farwell drives Gary LeMaster, Dave Mulhern, and another guest in Jeannie during the mid-day parade at Steam-Up this summer.

The Museum's 1909 Cadillac has been on the road all summer promoting the Museum. First to the Concourse d'Elegance at Forest Grove, where she took first in her class and then on TV advertising for the Steam Up, then to the Pacific Northwest Concours d'Elegance at America's Car Museum in Tacoma where she drew a lot of interest but no awards. We wish to thank Don Petersen, Bob Farwell, Dave Mulhern, Gary LeMaster, Shania Colombo, Andy Ottolia and all the other members that helped to get the Cadillac running and looking good again for her return back into the public eye. What a beautiful sight she is now, but there is still a lot of work to do on her and on all the vehicles the Museum owns (including our new Hudson pictured on the cover). If you want to help on a car, call a board member and we will get you started. Remember this is your Museum.

In Memoriam: Roger White

March 17, 1934 - August 10, 2015

Roger White, a longtime member of our Northwest Vintage Car and Motorcycle Museum, passed away on August 10, 2015. Roger was active in many organizations at Antique Powerland, as well as several car clubs including the Willamette Valley Model T Ford Club and HCCA Oregon Pioneer Regional Group. Roger loved antique cars and could always be counted on to bring at least one car to the annual Steam-Up, where he enjoyed giving friends and complete strangers rides around the grounds. He owned Model T Fords, a Hupmobile and a Saxon among others. His presence and involvement in the Museum will be missed.

In Memoriam: Larry Wildman

February 5, 1946 - September 24, 2015

Larry Wildman was a friend and Museum member. Larry loved showing his 1949 Packard convertible that he restored and he loved talking about cars in general. Cars were a passion with him and he was well versed in most cars from early childhood. Larry and Pat, his wife of 32 years, developed their roadside fruit farm near Dallas, Oregon where they grew and sold their blueberries, peaches and cherries. This gave Larry another opportunity to visit with people. Larry's memorial service was held at the Peoples Church in Salem on September 30, 2015 where he and Pat were longtime members.





Visitors enjoyed our display during Steam-Up weekends this summer. The Museum drew a large crowd and a generous amount in the donations bucket. Donations go toward Museum upkeep and future construction.



Speedster Program Expands to Include Homeschool Students

The following letter was sent to parents of students interested in participating in this year's Speedster Program. We thought you'd like to see a different side of our outreach, so have reprinted the letter here. If you are interested in donating time or tools to this valuable program, contact one of the members listed below!

Dear Students/Parents,

The new school year is fast approaching. The Northwest Vintage Car and Motorcycle Museum Speedster Program will be starting Thursday, September 24, 2015. The class will begin at 9:00 AM and finish at 2:00 PM. There is no cost for the program. However, you will be responsible for transporting the student to and from class, insurance covering your student, and providing a lunch for the student. The students will be using tools, cleaning and assembling automotive parts and many other jobs relating to constructing and becoming acquainted with the parts and workings of an automobile, so please dress them accordingly. We are very pleased that you have chosen to be in our program. We know it will be an informative and rewarding experience not offered anywhere else!

Thank you for your interest and participation!

Don Blain 503-585-8078, djblain@msn.com

Doug Nelson 503-399-0647, dokayllc@earthlink.net

Ray Hansen 503-393-4228, raywanh@comcast.net

When is the Construction Work Going to be Done? Or Start?

By Gary LeMaster



Those of you that have been supporters of the Museum have probably asked yourself this question on more than one occasion. Well, your question has been answered. Construction of Phase II (the front of the building with two floors) is scheduled to begin in October 2015. The engineering plans are complete and selection of the erection contractor is in process.

The new addition will include a 1940's Car Dealership, gift shop, large conference/display room, maintenance and storage rooms, an elevator, and restrooms. On the second floor there will be three offices, a board room/library, three storage rooms, large conference/display room, and restrooms. Once these improvements are complete, we anticipate increased community involvement in the way of monthly meeting space, conferences, classes, and social events.

Funding for such a capital improvement for a non-profit museum is always a challenge. We have sufficient funds for the erection of the steel structure. However, we are limited on funds for the exterior metal siding. The interior and exterior stairs are being donated by Pacific Stair of Salem, OR. Various individuals have committed to additional funding. Paver stones are still available for purchase and we are considering reinstituting a program where individuals can purchase a sink, or toilet, or lights, or an area of flooring or carpet. If you have ever considered donating to the Museum, now would be the time. Questions should be directed to Doug Nelson, Chairman, 503-871-0781, cell or Gary LeMaster, Construction Chair, 503-851-3349, cell.4

NEWSLETTER GAL'S NOTE: *If you reinstate the purchase program, I would consider donating the cost of a toilet in honor of my children (Doug Nelson's grandchildren) and their hours spent at the Museum without easy access to one. Maybe the plaque could say, "Henry and Dot bought you this pot." - Laura Nelson*

Quilt Winner Mike Bostwick:

"I only bought six tickets!"

By Rosemary Bostwick



This year's quilt winner was one of our own Mike Bostwick. He only bought 6 tickets. When his ticket was pulled he was asked if he wanted to keep the quilt and he said yes. He had helped to pick the pattern for the quilt this year and liked the pattern and the cars very much. Thanks to him and to everyone else who bought a ticket, it is helping to build our museum. This fall the front of our museum will get built and it is all of this effort that is making it possible. We still have a lot of work to do but it is becoming a reality. Thanks again.

Museum Members Solve the Mystery of Dad's "Fancy" Car

By Mary Jo Stoutenburg

Mary Jo Stoutenburg is a regular volunteer at Antique Powerland. After years of trying to identify her father's car, she brought it to the Museum and got an immediate (and enthusiastic) response. Here is her story.



This is one of many pictures of my Dad, Claire T. Enerson, posing by his "fancy" car! He must have been very proud of this car and I'm sure he worked very hard to get it. Born in 1907, he was raised on a farm in central Wisconsin that our family owned and ran for generations. I'm sure money was tight and this car cost \$695 new. But he liked nice things and loved to dress up, so this car really fit him.

I wouldn't be surprised if this little beauty helped him get a date with the woman he married in 1931, my mother, Mary Velma Finnegan. There are a number of pictures with her posing too. My brothers were born in 1932 and 1933. I also have a picture of the four of them by this car and my brothers appear to be about ages 4 and 5 so my Dad was able to keep the car for quite some time. I have no idea exactly how long he had it, there is only one person left to ask. My oldest brother is now 83 and all he can remember is that it was Dad's "fancy" car.

I had been trying to find out what kind of car this was for many years! I had shown the pictures to countless people with no luck. Then I brought them to Antique Powerland. They made their way to the Northwest Vintage Car & Motorcycle Museum and in minutes I had my answer. Dad's "fancy" car was a 1929 Chevrolet Cabriolet. And not only was I told what it was, the Museum members shared many details about the car. I am thrilled to finally have identified this car that evidently was so very important to my Dad. Thank you so very much!

Museum Contacts

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mark@pdxhistory.com

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The Toy Box

By John F. Quilter



Back in 1955 my father, at the incessant urging of his seven year old son, bought a used 1953 Morris Minor convertible as a second car for the family who were living on the San Francisco Peninsula. Since I was too young to drive this new acquisition, I wondered if a toy or model of this car might exist. So with the help of my father, I wrote a letter to the importers of the Morris, (and MG, Riley) Nuffield Imports, in New York City. Within a week or so I was overjoyed to receive a box from them in the mail containing a green Morris Minor sedan model and a note that they were sending me this as a gift as it has been used as an office display but was now slightly outdated as the current Morris had been somewhat revised. This model turns out to be about 18th scale, all plastic with a tin pressing for seats, and it even contained a small electric motor and provision for three C batteries in the bottom.

Later research determined this toy was made in England by Victory Industries who also made semi-promotional models of other British cars such as the Austin Somerset, Austin Cambridge, Hillman Minx sedan and convertible, Standard 10, Triumph TR2 and 3, MGTF, MGA, and Vauxhall Velox, all British cars from the 1950s era. Like many things English, these models have become very collectible and there is even an enterprising individual in the UK who is producing replacement parts for items likely to have gone lost or damaged over the years.

These Victory Industries Morris Minor models

had a characteristic hump in the middle of the roof, although, after all these years, there is no other distortion to the plastic body unlike American 25th scale plastic promotional auto models by Johan and AMT that often warped significantly over time. The Morris model has an aluminum molding on the flanks, an aluminum pressed grill (known among Morris cognoscenti as the “cheese grater grill”) correct for a 1950 to 1954 version, aluminum bumpers, rubber tires labeled “Dunlop Fort” and of course a very low powered motor accurately replicates the real car’s modest performance. When new, there was glazing but for some reason it is missing on mine. There are posable front wheels that presumably could be set to permit the car to move on the floor in circles or straight.

This was my first “model” car and it set in motion a collecting hobby that has continued for 60 years (although once I discovered the 1:43 scale die cast Dinky Toys and others from Europe at the local toy shops and department stores, I shifted scales which was a good thing as my collection now numbers some 1800 items from all over the world and accommodating this number in the larger 18th scale would have been problematic). With prior arrangement, I welcomes tours of my “model museum” in Eugene that includes model vehicles from all over the world spanning 1900 to 2015.



The Poetry Corner: Black Max

By Martin Doerfler

Too tall and too skinny he hated high school
'til he sat by the girl who broke all the rules

A senior cheerleader - the homecoming queen
sat by the boy in high water jeans

A sophomore nerd in high water jeans
and a Pee Chee full of bike magazines

Pretty blonde girls on the cheerleading squad
aren't permitted to notice boys who are odd

But she doesn't care what the other girls say
she turns to the boy and red-letters his day

"Do you have bike?" "Sure do." (a small lie -
his Harley in pieces waiting to die)

"Could you give me a ride? Maybe tonight?"
Already pale the boy turned dead white

"I could but you know my bikes too stripped down
It's uhh..it's a racer, can't ride it in town

But I work at a shop and I know this guy
I maybe could borrow a bike we can ride"

Second chair drummer skips out of band
he has no bike but he does have a plan

Runs to the shop "Hey Joe can you help
There's this girl wants a ride and I can't mess it up"

Joe hears the story says "Here's what I'll do
you can take her out riding on the black NSU."

An NSU Max - all Germanic perfection
as fast and as black as teenage rejection

That evening she meets him at her front door
ignoring dad's glare she says "Ready? Let's go"

On an NSU Max a gleaming machine
the pimple faced boy and the homecoming queen

She's holding on tight he's holding his breath
can she feel his heart beating out of his chest?

His head is swimming in blonde, black, and chrome
'til she leans on his shoulder says "Gotta go home"

She stands on tip toes - gives a kiss on the cheek
"Good night, what a thrill, you've really been sweet"

The boy's dumb about girls but he knows when to leave
and that he's got a story no one will believe

That the highest of highs in all of high school
was a ten minute ride - with a blonde - on a black NSU

It's time to play

**NAME THAT
NOSE!**

Ed Weber snapped a photo of this distinctive front end of a Chev during the VCCA visit. Can you name the model and year? Send your entries to the Newsletter Gal, Laura Nelson, at nelsonducks@gmail.com. Winners will be announced in the next newsletter.





"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

- | | |
|-------------------------------------|---|
| Oct. 4 | Canby Swap meet, Clackamas County Fairgrounds, Canby, Oregon |
| Oct. 21 | Member/Board meeting 6:30 pm at Texaco Station |
| Nov. 6 | Education Committee meeting, 1:30 pm at Texaco Station |
| Nov. 18 | Member/Board meeting 6:30 pm at Texaco Station |
| Nov. 21 | Albany Indoor Swap meet, Linn County Exposition Center, Albany, Oregon |
| Dec. 4 | Annual Movie Night at the Museum 6:30 pm. Bring cookies!
Museum will furnish soft drinks, coffee, cider. |
| No Member/Board meeting in December | |

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!