

Northwest Vintage Car and Motorcycle Museum

Messenger

"EDUCATION IS OUR PURPOSE"

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*From record crowds at Steam-Up to calm sunsets on our
new brick façade, our museum had*

QUITE A SUMMER!

Letter From the President

By Tom Ruttan

We are coming to the end of another busy and eventful summer season at your museum. The summer vintage vehicle display has been a hit with everyone who has had a chance to see it. I hope you were able to get out and see all the great cars, motorcycles, ladies display and collectable items this summer. We had a significant increase in the number of visitors to our museum during the Steam-Up, thanks to increased overall event attendance, good weather and extra effort to bring Steam-Up attendees back to our corner of Powerland.

Our museum has had the good fortune to have had some wonderful donations this summer. A 1966 Ford Mustang convertible became part of the vehicle display courtesy of a donation by Richard Fife. It is black with a white convertible top and really brings back great memories of the 60's. Also joining the display part way through the summer was a stunning 1936 Chord Phaeton from the estate of Al Ely, who had previously donated our Stutz Replica, a 1965 Mustang and a 1911 Ford Speedster from the Harris Collection. The Cord is just beautiful and will be a centerpiece of the Museum collection for years to come.

The new addition to the display building has made good progress this summer. All the windows are in and the brick siding has been installed. The last items to be completed in this phase of the project are to put the caps on the brick siding on the top of the building front, install the outside stairs on the North side, install the double front doors and put in the sprinkler system. We are targeting to have all this done by mid-November, the deadline on the current building permit. Thanks to Gary LeMaster & crew for making this happen.



Finally I would like to wish Steve Johnson all the best in his new endeavor. As you may know Steve joined the Board this last spring and volunteered to be Board Chairman in July to replace Doug Nelson who stepped down due to health reasons. Although Steve was retired and planned to be in the area permanently, he was recruited out of retirement back into the car & motorcycle racing industry requiring him to move to Miami, Florida and travel to Italy periodically. During his short time with us he put a lot of energy into the job and impressed everyone with his dedication and enthusiasm. Steve will remain on the board and help us with fund raising and grant writing.

All the best,
Tom Ruttan

Expansion to be Named the Nelson Exhibit Hall

By Tom Ruttan



In recognition and appreciation of Museum founder Doug Nelson's many years of leadership, vision, hard work and substantial financial contributions, along with his brother Marshall, to the construction of the Museum Exhibit Hall the Northwest Vintage Car & Motorcycle Museum Board of Directors have voted to rename the Exhibit Hall as the Nelson Exhibit Hall. This action was taken at the August 17, 2016 board meeting in a unanimous vote on a motion by board member Ed Weber. It was also suggested by Ed that this new name be placed on the front of the new addition on the brick siding near the top of the west facing front wall.

All of us who have been members of the Museum and have worked as a volunteer know

Doug as a tireless champion for the Museum who has led and provided the visionary direction since the founding of the Museum. In addition to his and Marshall's financial support for the existing exhibit hall, they have recently donated a substantial portion of what was needed to complete the outer shell of the new addition, which is expected to be completed this November. This will go a long way to attract the grants and other donations needed to complete the interior of the new addition. Without the Nelsons' help we would not have been able to finish the exterior of the new addition in such a timely manner. For that, all of us involved with the Museum are deeply grateful for Doug & Marshall's generous support.

Thank You to our Docents!

By Eric Olson

The last day of the Steam-Up, I looked around and was very impressed with the group of people who were there helping to interpret the Museum to the public. Some stayed days; others only minutes. Some were over at the Model T works, some at the store, some at the service station, some wandering through the collection, some at the main entrance, and some putting and cleaning. Many told stories. Many tended the Museum on long summer days when nobody much came around. I hesitated to write this list, because my summer has been a series of computer disasters: the computer file on docents turned to gibberish in June, my whole hard drive died in July, and I spilled a cup of coffee on the computer in August. So, my records may be faulty, but my intentions are good, and I apologize in advance for errors and omissions. Even so, these are important people, and their role needs to be acknowledged.

| | | | |
|-------------------|----------------|-----------------|-----------------|
| Jack Adams | Jerry Grulkey | Janet Johnson | Eric Olson |
| Arnie Anderson | Ray Hansen | Steve Johnson | Nils Olson |
| Don Blain | Martin Harding | Gary LeMaster | Andy Ottolia |
| Joanne Blain | Bert Harrison | Connie Miller | Don Petersen |
| Mike Bostwick | Lucy Harrison | Stephen Miller | Tom Ruttan |
| Rosemary Bostwick | Bill Hellie | Dave Mulheron | Lou Tauber |
| Jean Dietrich | Chip Hellie | Doug Nelson | Gene Walker |
| Ken Dietrich | Sue Hellie | Kay Nelson | Steve Zielinski |
| Don Feller | Bob Hemphill | Marshall Nelson | |

This seems like a pretty long list. But when you consider that together we covered something like 55 shifts on regular summer weekends and special events in pairs and small groups, it is impressive. Docents hosted the Rendezvous, the Steam-Up, the Truck Show, Buicks, Model A's, Boy Scouts, and a Civil War Reenactment. The pride and excitement of additions to the collection and completion of the facilities have docents making plans for next season. Thanks docents!

Oregon Cultural Trust Status: Donations Mean More!



Thanks to the efforts of Doug Nelson, The Northwest Vintage Car and Motorcycle Museum now participates in Oregon's Cultural Tax Credit. Donors who contribute to Oregon cultural nonprofits, including ours, are eligible to make a matching donation to the Oregon Cultural Trust and receive a 100% tax credit for their Trust donation (up to \$500 for an individual, \$1,000 for a couple filing jointly and \$2,500 for a Class -C Corporation).

Giving to culture is a win-win proposition. You double the impact of your gift for free, and culture thrives. Lucky Oregonians!

For more information, contact your tax guy or gal, or visit www.culturaltrust.org.

Scenes from a Successful Steam-Up

Photos by Mark Moore, Webmaster and Facebook Guy



Don Blain gives rides in the Museum-owned 1921 Model T to lucky passengers during Steam-Up.



Mike Bostwick, Don Peterson, and Lucy Harrison chat with visitors to the Museum.



The New Horizons Big Band, featuring our own Tom Ruttan on bass, filled the Museum with classic swing music.



Bob Farwell's 1906 Maxwell is decked out and waiting for the mid-day parade to begin.



Jerry Grulkey amazes visitors and regulars alike with his seemingly impossible balancing skills.

1936 Cord Donated by Albert Ely

By Doug Nelson

Our Museum has been fortunate enough to receive a 1936 Cord Phaeton that still manages to cause a stir. Albert Ely, who gave us the 1917 Stutz Bearcat five years ago, donated this 1936 Cord from his estate last spring and we couldn't be more

thankful. Clad in bright yellow with maroon leather upholstery, our Cord is a smash hit.

The 1936 Cord had many industry firsts. It was low to the ground, having been built without running boards and an interior flat floor. It had a locking gas cap under a recessed cap at the right rear of the body. Additionally, the gear shifter was on the steering column, while the majority of other car manufacturers chose to leave theirs on the floor. The 1936 Cord had two locking glove boxes on either side of the dash. The dash looked like it came from an airplane to add to its aero-dynamic look. The Cord became a symbol of the celebrity set. Tom Mix, the movie star cowboy, had one (in which he was killed). It has been restored now, and in a private collection. Other notable Cord owners were Olympian Sonia Henie and aviator Amelia Earhart.



Adopt-a-Vehicle Program Begins

By Mike Bostwick

Our Museum has some vehicles that need your help, A program is starting where one or more members would adopt a vehicle and get it operational and then maintain it on a quarterly basis. If called upon you will be asked to drive the vehicle around Powerland and at events at other locations. For example, the 1909 Cadillac last year was worked on by a group of members and went to Forest Grove and Northwest Concourse and was driven around at the Steam-Up. As we have found and as many of you know the more the vehicle is maintained the more valuable it is and the more fun it is to drive and have people look at it and enjoy. Below is a list of the vehicles that have been donated to the Museum, please look at the list and see if you may be interested in adopting one and taking care of it (including the Cord Phaeton pictured above!) There will need to be a lead member just to record the work and make the decisions. There will be some funds available for the program but whatever can be donated will help. If interested or if you have any questions, please call Mike Bostwick at 503-245-5444.

Museum vehicles currently up for adoption:

| | | |
|---------------------------|--------------------------------|-------------------------------|
| 1909 Cadillac | 1924 Ford Mod. T Speedster # | 1949 Hudson |
| 1911 Ford Speedster | 1925 Buick Opera Coupe | 1953 Cushman Mock Scooter |
| 1923 Stutz Roadster | 1925 Ford Mod. T Speedster #4 | 1965 Ford Mustang Convertible |
| 1923 Whippet | 1926 Ford Mod. T Speedster # 3 | 1965 Mustang |
| 1923 Ford Model T Touring | 1936 Cord Phaeton Convertible | |

'Best of Show' winner Tom Ruttan's 1949 Triumph Grand Prix takes top honors at the fifth annual 'The MEET at ACM'

The following is an industry press release.

Tom Ruttan's 1949 Triumph Grand Prix won Best of Show last weekend at the fifth annual Vintage Motorcycle Festival: The MEET at ACM. The event at America's Car Museum campus in Tacoma, Washington, featured a weekend of motorcycle-related activities including a Sunday ride coordinated by the local Vintage Motorcycle Enthusiasts bike club.

"The Meet is one of the staple Signature Events that demonstrates how ACM has become a thriving institution since our doors opened in 2012," said ACM President and COO Paul E. Miller.

"Thanks to the hard work from the VMF Advisory Committee and the generous support of sponsors like Hagerty, many visitors flocked to the area and experienced firsthand what makes Tacoma such a great community."

Importantly, the Vintage Motorcycle Festival attracted hundreds of motorcycles and scooters built before 1991 to take part in its competition, which featured 18 award classes for both import and domestic makes. Of the hundreds of registered bikes on display, ACM's

judges agree that Tom Ruttan's 1949 Triumph Grand Prix was deserving of the Best of Show.

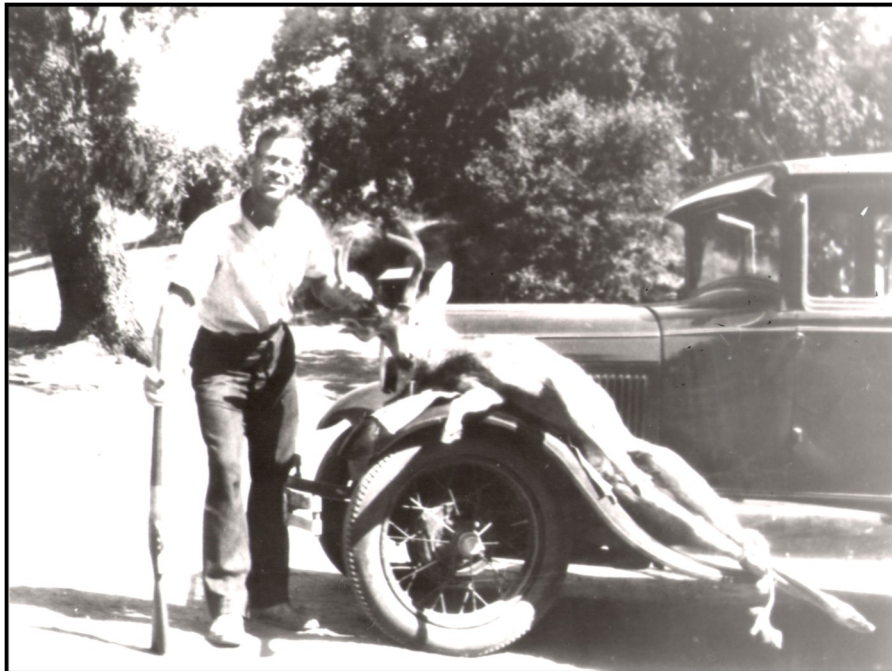
"The turnout for this year's event brought out some of the best bikes I've ever seen," said Vintage Motorcycle Festival Advisory Board Chairman Mark Zenor. "The winners are truly stand-out bikes that any motorcycle enthusiast would be glad to have! Congratulations to all of this year's winners."

Guests also enjoyed a performance by the famous Seattle Cossacks Motorcycle Stunt and Drill Team, food trucks, vendor booths, free seminars and a Sunday ride to the Mt. Rainier valley.



From left to right: Famous glass artist, John Miller; ACM VP of Institutional Advancement, Dean Carrell; 2016 Best of Show winner, Tom Ruttan; and The MEET at ACM Advisory Committee Chairman Mark Zenor (Photo Credit: Keith Anderson)

Memory Lane: Dad with Buck



This is a photo of my dad, Jim Hall, that was taken in the early 1930s when he and my mom lived near Lake Arrowhead in the mountains above Los Angeles during the Depression. Roy Asbahr informed Al that the car is a 1928 or 29 Model A Ford Briggs body sedan. (They used the same design for 2 years).

WANTED:

Photos for Memory Lane

Do you have a favorite family car or motorcycle photo for Memory Lane? Scan your photo and email it with a caption to Newsletter Gal Laura Nelson, nelsonducks@gmail.com.

Editor & Board Chairman:
Doug Nelson, 503-399-0647
dokayllc@earthlink.net

President:
Tom Ruttan, 503-638-1746
tgruttan@gmail.com

Secretary/Treasurer:
Mike Bostwick, 503-245-5444
reb.mlb@netzero.net

Docent Chairman:
Eric Olson, 503-289-8889
erilynolson@gmail.com

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

Maintenance Chairman:
Gary LeMaster, 503-393-6069
grlemaster@msn.com

Display Committee Chairman:
Gene Walker, 503-371-4363

Education Committee Chairman:
Ray Hansen, 503-393-4228
raywanh@comcast.net

Paver Stone Chairman
Ed Weber, 503-949-4778

Antique Powerland office:
503-393-2424
office@antiquepowerland.com

Webmaster & Facebook Guy:
Mark Moore
mark@pdxhistory.com

Newsletter & Facebook Gal:
Laura Nelson
nelsonducks@gmail.com

A Visit to the Famed Blackhawk Car Museum

By Marty Boehme

My wife and I visited the Blackhawk Car Museum on vacation recently. The museum is located in the San Francisco Bay area.

The first thing that caught our attention was a full scale reproduction of the very first manufactured automobile. It was the 1886 Benz. Examining it to figure out its drive line found many complicated gears and flywheels. It has to be seen to be appreciated!

We then gleaned all the memorabilia from the museum's store. Featured were books on the "Great Ones" – Ford, Shelby, McQueen and others. Our best find was a book about Harley Earl, the famed designer of the Tri-Five Chevys, and most of all, the pre-war "Y Job." We found that Earl was one of the first to use women as design stylists, despite the criticism of his peers.

Just outside the museum store was a model of Henry Ford's Model T assembly line – just like the one our museum constructed for visitors to view.

When walking into the main very large exhibit hall, one is struck with the way the lighting reflects on all the cars. It is absolutely "gleaning"!!

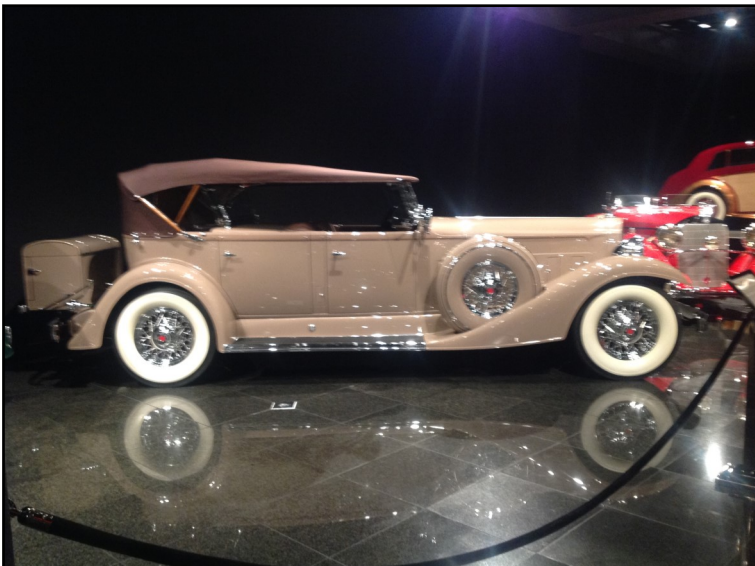
We first walked by a row of "Detroit Iron" circa 1950's. Then it was onto classic cars from the 1930's. Several Pebble Beach winners were displayed including a classic monster of a car in the form of a Cadillac. There were three Mopar concept cars of interest because they were "one-off's" and never mass produced. Most of the rest of the collection were foreign Le Mans type race cars.

In total, we found only 36 cars on display in a first floor hall that was only about half full. Puzzled

about the lack of cars, we found that more than half the collection has been sold.

The second floor of this famed car museum has recently been converted into an educational history display that we found very interesting. A visitor could see our nation's "manifest destiny" of taking control of lands of the original American Indians. How the West was settled from ancient times to the early 1900's is seen in a 200 foot display in miniature. Then, one sees an almost year-by-year exhibit that shows how the West was settled starting with the Lewis and Clark expedition.

The famed Blackhawk Car Museum is now only a shadow of its past.



The Toy Box

By Chip Hellie



It's Labor Day weekend and another article to write for the toy box section.

What should I do? I know, pull out the old Buick, hook up the camping trailer and head for the lake!

I was trying to get a nice background to photograph the trailer and kept adding to the background. I totally went berserk and kept adding items to the scene. I started giggling and couldn't stop! I then realized that I was playing with toys! Something I haven't done for decades! It was great fun creating my camp scene at my favorite mountain lake!

The tin trailer is just over 9 inches long and made by the Japanese Co. Sanesu. It has two functioning doors and came with the inviting picnic table with chairs and umbrella. The trailer opens up making it possible to store those items.

This trailer is always misidentified as being made by the Shioji Co. of Osaka Japan as both toy companies use three "SSS" in their Trademark Logos. The difference is the Shioji Co. has the "SSS" inside a circle and Sanesu has three "SSS" against three mountain peaks.

It's not that it's a big deal to anyone these days, but it shows that when researching into something, don't always believe what everyone else says. Lots of times, when something is in print, it becomes gospel, whether it's right or wrong. Easy to go by what the other fellow said as opposed to researching it on your own.

Ok, I think I'll pop out of the trailer now and sit at that table and have a nice Grizzly bear sandwich with a glass of hot pineapple juice!

Bruno Drives to Panama: Part IV (of a Four-Part Series)

By Marty Boehme

Bruno finally gets to Panama after leaving our California home and entering Mexico the day his visa expired. It is now three years later and Bruno has come to our new Oregon home for a month's visit.

He told us, "I didn't know it at the time, but even if I wanted to drive south some more, it was impossible because the road did not continue through remote and impassible jungle."

"So what to do?" he continued. "My ultimate destination was to visit a friend in Columbia. With very little money left, I decided to sell my car instead of abandoning it. I was staying at a YMCA and parked my car on the street with a *For Sale* sign on it. After about a week, I was just about to give up."

"Finally, a US Army guy sees the car and offers me \$50 for it. Oh joy! But he tells me that he doesn't have the money on him and wants me to come by his house that night. I arrive only to find a group of people at some sort of prayer and Bible study meeting."

"At the end of the meeting, the guy tells me he still doesn't have the \$50, but says he will mail it to me. With the religious meeting I just witnessed, I believed he was an honorable man"

Bruno is still waiting for the \$50.

The Poetry Corner

The Casual Observer

By Martin Doerfler

It's Swap Meet Sunday
she's minding our store
while I wander the rows
out looking for more
junk to replace the stuff
that we've brought
to turn into cash
or actually swap

And she's an observer
my good and true wife
watching and listening
for intelligent life
or a buyer with cash
not a long drawn out story
that ends with the line
"Gee I don't think it will fit,
I'm so sorry."

And that's number three on the list
of excuses wife noted
repeated so often
they could be quoted
by a poet or singer
in search of a line
Here's number two
"I had one like that once only mine
was blue (or red or a Ford not a Chevy)"

Number one, the most often spoken
regret she recalled
"I've got too many projects.
Too many that's all"

And from swap meeter
the least common line
"It's perfect I'll take it
here's the money it's mine."



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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

MARK YOUR CALENDARS

| | |
|---------------------------|---|
| October 6, 13, 20, 27 | High School Speedster classes |
| October 19 | Member/Board meeting Texaco Station 6:30 PM |
| November 3, 10, 17 | High School Speedster classes |
| November 16 | Member/Board meeting Texaco Station 6:30 PM |
| December 1, 8, 15, 22, 29 | High School Speedster classes. |
| December 2 | Movie Night! Gather at 5:30 |

(No membership 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!