

Northwest Vintage Car and Motorcycle Museum

Messenger

"EDUCATION IS OUR PURPOSE"

Volume 15, Issue 3

www.nwcarandcycle.com

July – September, 2017



Annual Rendezvous a Sunny Success!



Photos by Mark Moore

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Letter From the President

By Tom Ruttan

Summer is in full swing and your museum is very busy. The summer displays of vintage vehicles, memorabilia and the museum ladies corner opened Saturday June 3rd and will be open every Saturday from 9:30AM – 4:00PM and Sunday from 12 noon – 4PM through Sunday October 1. The Display Committee has worked very hard to put together an interesting display this year and we think you will be very entertained, educated and will enjoy the displays. Make it a point to come out and see what it is all about and say hi to the friendly docent on duty.

Speaking of docents, we need more volunteers to fill time slots during the summer so please step up and volunteer. Just contact Eric Olson or me to sign up. Also there is an article in this newsletter describing this year's displays.

Progress has continued on the new addition to the Nelson Display Building. The outer shell is basically complete and the front doors will be installed soon. Studs will be put up soon on the outer walls which will then allow for the electrical wiring to be installed and the insulation to be put in place. You may have noticed that some finish excavation was done in the parking area in front of the building. This really cleaned up that area and gave it a more finished look. Next in line will be to put down blacktop over this for the final finish that will give it a similar look as the new Truck Museum Building just down the street from us.

In order to finish the interior of the new addition we have been working hard preparing grant proposals to raise the funds to complete this phase. As we have reported previously, we have submitted the final proposal to the Murdock Trust and are waiting to hear later this summer of the decision on our grant request. We have several other proposals that are pending that we are hoping for positive outcomes. Just recently one of those grants came through; a \$5,000 grant from the Autzen Foundation earmarked for the building fund. We have also recently received donations from the Early Ford V8 Club, The Silver T Horseless Carriage Club, Caveman Vintage Car Club, Sharon Wilcox and a very nice original Studebaker car and cash donation from Donna Smith. We thank all of them for their generous support of the museum.

The High School Speedster classes have come to a close at the end of the school year and our tenth year for this program has been very successful with good participation from students in the Salem-Kaiser school district and the home school students. Thanks to Don Blain and the great crew of mentors for all their hard work this year.

This is the time of year when we ask you as members of the museum to renew your membership. You should have or will shortly receive a membership renewal letter and renewal form in the mail. Please take the time to read the letter and renew your membership. You are the lifeblood of this organization and your membership is vital to keeping the museum going. If you know any former members or someone you know that would be interested in joining, please make the effort to bring them on board.

All the best,
Tom Ruttan



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Ed Weber Passes Paver Stone Torch...Are You Interested?

By Tom Ruttan

Ed Weber, our longtime Paver Stone Chairman, Cash Donor Board Chairman, Museum Founder and all around good guy has decided to let someone else have the privilege of handling the paver stone and donor cash board in the future. Ed has done an amazing job over the years on these very important jobs since the beginning of our museum and I would like to thank him for all his hard work.

Mike Bostwick has volunteered to take over the Cash Donor Chairman duties but we are looking for a volunteer to step up to the Paver Stone Chairman (Gary LeMaster has graciously volunteered to handle temporary duties but cannot commit to this for the long haul). It is a very important position in our ongoing fundraising activities and quite rewarding as well. Ed will be available to get you up to speed plus he has kept meticulous records of all the pavers sold so far, so stepping in to this job will not be difficult. Please contact one of the other board members if interested.

Please join me in thanking Ed for his commitment to the Museum over the years. His dedication and love for this project will have a lasting impact for years to come. You can see more of Ed's view on volunteering in his story on page 9.

Donna Smith Donates 1962 Studebaker

By Tom Ruttan

We are pleased to welcome Donna Smith's donation of a 1962 Studebaker Lark with a 259 cubic inch V8 motor. It is an original and very well-cared-for car. It has original paint and interior as well as the original drive train. One of our Speedster students, CJ, spent a lot of time cleaning and polishing this car and the results are great. He brought out the shine of the trim and paintwork so that, aside from a few minor blemishes on the trunk lid, looks like it might have come straight from a showroom floor. This is a very nice original example to add to the Museum's collection. We'll run a photo of this beautiful vehicle in our next issue. Thank you, Donna!

Speedster Class Update

By Don Blain

The students have been busy this year and have helped us finish up some of our projects.

The #3 Speedster has been completed and been purchased by mentor, Bob Pipkin. It has been our practice to teach the students how to drive the cars when completed. So instructor Don Blain took Ben Fields, Isaac Fields, Isaac Wilds, C. J. and Gabe out in the #3 to learn how to drive it.

We are ready to start up the #4 Speedster so that we can get it sold. These car sales will ensure funding for next year's classes.

Our last class for this school year was held on June 15th. We are already taking sign-ups for next year and will be ready to start up again in September.



A Speedster student, Don Blain and Bob Pipkin pose with the #3 Speedster.

The Other Side of Speedsters: A Parent's Perspective

Pam Fields, who manages the Salem Area Christian Home School Network, informed us via our fundraiser, Kathleen Mason, that her twin teenage boys enthusiastically take part in the NW Vintage Car and Motorcycle Museum's Speedster program and just love it.

According to her, the program has helped her boys decide what they are going to do after they get out of high school. One will probably enlist and go to mechanics school and the other one wants to become a dentist. The dentistry school said that being a part of Speedsters shows involvement in the community and being able to apply what is learned there to other endeavors. At Kathleen's suggestion, Pam said that she would try to get the boys to write letters to Speedsters to let us know what they have learned and hope they plan to apply it after high school.

Kathleen adds, "HOW ABOUT THAT! In addition to everything else your organization has accomplished, I thought you would enjoy hearing this little bit of sunshine."

Fundraising Update

By Kathleen Mason

Hello NW Vintage Car & Motorcycle Museum members!
Good news! I am happy to report that we've received a \$5,000 grant from the Autzen Foundation toward our capital campaign to finish the Nelson Building. Our special e-newsletter paver appeal has also generated at least \$600.00 for the capital campaign. Please remember that you can order a paver by contacting Gary LeMaster at [503.393.6069](tel:503.393.6069) for more information.

Want to make a larger donation to NW Vintage Car and Motorcycle Museum but just can't swing it right now? Think of those small insurance mailings that come **in** your mailbox- the ones of just \$3,000 to \$10,000 with low monthly premium payments. Consider making NW Vintage Car and Motorcycle Museum a life insurance beneficiary. For just pennies a day, you can leave a very special legacy to your favorite organization!

Of course, you can always add NWVCM as a beneficiary to any current life insurance policies too. First, contact your life insurance company. Life insurance companies generally have standard documents that they want you to use to change your beneficiary. If you intend to divide the life insurance proceeds among two or more beneficiaries, then the form will also ask you for the percentage of the proceeds you want provided to each beneficiary. It is important to remember that your life insurance policy is just that – an insurance policy. You must change your beneficiary according to the requirements set forth by your insurance company. While the policy is redeemable when you die, it is not part of your estate. You cannot make changes to your policy in your will or in any document other than that which is approved by your insurance company. If you are legally able to change your beneficiary and you follow the requirements set forth by your insurance policy then changing your life insurance beneficiary is a relatively easy thing to do! (source: resources.lawinfo.com)



SCENES FROM THE ANNUAL MEMBER APPRECIATION POTLUCK, PART 1:

“Three vintage chassis — a Stutz, a Cord, and Doug Delano.”

Photo (and caption) by Ed Weber.

Summer Display Exceptional and Rare

By Tom Ruffan

After much cleaning, moving scrubbing and general hard work by the Display Committee, Ladies of the Museum and other unsuspecting museum volunteers, the museum summer display opened up for business on Saturday, June 3 and will be open every weekend through Sunday October 1. Open hours are Saturday: 9:30AM to 4:00PM and Sunday: 12 noon to 4PM. Stop by and say hi to the friendly docents on duty and check out the all new display this year.

We have an exceptional collection of cars this summer. In addition to the museum owned cars that include our very rare 1909 Cadillac Model 30, the elegant 1930 Cadillac, 1931 Buick, 1911 Model T Speedster previously with the Harrah's Collection, 1941 Packard, 1936 Cord Phaeton, the Stutz Bearcat Replica and one of our High School Speedster Program Cars, there are some truly unique automobiles.

Museum member Neil McKay has graciously

loaned his stunning 1931 Marmon straight 8 for display. According to Neil this club sedan body style is the only one in existence. Board member Gary LeMaster put his very rare 1927 Kissel 5 Passenger Deluxe Brougham Sedan in the display and you can see it as a restoration in progress. Gary has most of the major restoration done, but the doors, hood and other body parts are off the car at this point which allows you to see the plush interior and the 4-foot long straight 8 motor! When was the last time you saw a Kissel? There is a 1955 Chevrolet station wagon that has been in member Andy Ottolia's family since 1960 and is in remarkably original condition.

For you Mustang fans, member Bob Timpkin brought his restored 1965 Ford Mustang GT that is as accurate a restoration as you'll ever see, in addition to being absolutely gorgeous. Don Peterson's 1954



New for 2017: "Barn Find" Display

Many thanks to the Leek family for displaying Larry's 1932 Ford "Barn Find". Larry purchased this car at the Portland Swap Meet many years ago for \$50 and drove it home. Larry's family did not know he had it as it was stacked away in the back of the barn. This car is highlighted by Larry's family building a "Barn Find" area to show off the car at the Museum. It's a must see!



Hudson Hornet Hollywood shows how Hudson went all out on this as a last push to save the company. You will have to see the high end styling on this truly unique car. Bill Jabs restored his 1931 Ford Model A Woody for driving and drove it to Nova Scotia and back a few years ago. Come and look at the beautiful wood on the side of this car. In the area of foreign and unusual, come see Howard Freedman's 1960 English Ford. A 1974 Jaguar from Richard Fife is also on display. Those of you who like "barn finds," Zane Leek has uniquely displayed his 1932 Ford 2-door Sedan that has been sitting in his barn since 1968.

Our motorcycle display is very interesting this year and spans the range of the motorcycle business from utilitarian, race bikes, Indians and 1950's and 60's British and Japanese motorcycles. There are 4 sidecar rigs from Europe and the U.S. to show a variety of designs and uses from these utility type motorcycle outfits. We have a collection of Indian motorcycles from the early years (1914) to the last

one built in 1953 to show the development of this iconic brand. TT and flat track motorcycle racing was very popular in the US starting in the mid-1950's with a display of 3 1967 BSA TT race bikes and two 1966 Triumph Bonneville TT specials. The BSA's include the east and west coast version of the 650cc size and the 500cc size, of which only 20 were built. The 1950's saw a flood of British bikes to the US and we have a 1953 Triumph T100C, 1956 Triumph T110, 1956 BSA Alloy Clipper, 1957 Ariel Square 4 and a 1958 Norton Dominator as examples. In the 1960's the Japanese motorcycles started to invade the US market and we have two examples, a 1961 Honda Dream and 1964 Honda 250 Scrambler.

The Ladies Corner looks great again this year. The display consists of a collection of toys, hats, music boxes, depression glassware and a big display is on nursing and military wear. Make sure you take a look at the quilt and buy some raffle tickets so you can have a chance to take it home.

The Ladies' Corner: Collections

By Joanne Blain

The Ladies have once again been busy setting up their display area for this year

In addition to the beautiful quilt that is being raffled, there are several different collections on display thanks to several members willing to share with us.

There is a wonderful display of military uniforms, pictures, and mementos thanks to Lou Rollings and Joanne Blain. There is a lot of history included in the many items that are being lovingly shared with all of us.

Other displays include cut glass and depression ware thanks to Rosemary Bostwick and Laura Nelson, vintage toys from Lucy Harrison and beautiful music boxes belonging to Lou Rollings, Connie Miller and Joanne Blain. Rosemary Bostwick and Joanne Blain have also shared some hats from their collections.

We hope you will visit our corner of the Museum and enjoy the items on display.



The Quail Motorcycle Gathering

By Tom Ruffan

The Quail Motorcycle Gathering was held on Saturday May 6, 2017 at the Quail Lodge in Carmel Valley, California. It is one of the top motorcycle shows in the country and considered to be the "Pebble Beach" of motorcycle shows. I had the privilege of showing two of my motorcycles in that show this year. Since these two machines are race bikes (a 1949 Triumph Grand Prix and a 1966 Triumph Bonneville TT Special) they were entered in the On-Road Competition Class.



Tom's bikes at the Quail.

A motorcycle show of this caliber brings out some of the most exotic and unusual machines that could be found anywhere in the world. I decided to display at the Quail this year because the Triumph Grand Prix is quite rare (only 151 produced over two years) and an important milestone in Triumph racing history as the first post WW2 factory racer in a long line of successful racing machines spanning into the 1970's.

I found out that the competition was, well, quite competitive. The motorcycles were judged in each class by a team of three experts in that particular category. The bike that won first place in the competition class and also won the best of show was an amazing 1957 Italian Mondial 250cc double overhead cam single cylinder grand prix race bike. This was the first 250 GP racer of 5-7 ever built by Mondial and was campaigned in the 1957 World GP competition where it finished the season in 2nd place in the World Championship and first in the Italian

Championship. A truly amazing motorcycle. Second place was awarded to a Britten V1000 which was the last of 10 built by John Britten in the early 1990's. Britten had great success running against the large factory teams from Harley Davidson and Ducati in the Battle of the Twins and the British European American Racing Series (BEARS) where he won the 1995 BEARS championship. Britten also won the 1996 New Zealand Superbike Championship. Unfortunately John Britten died at the age of 45 from cancer so the V1000 effort came to a halt.

There were many other classes for American, European, British, Japanese, custom, off-road competition and others. The first place winner in the British class was a Brough Superior (there were three at the show) and second place went to a Vincent, of which there were 4-5 examples. Overall it was a wonderful show and an opportunity to see motorcycles that would rarely be seen anywhere else in the World.



SCENES FROM THE
ANNUAL MEMBER
APPRECIATION
POTLUCK, PART 2



SCENES FROM THE ANNUAL MEMBER APPRECIATION POTLUCK, PARTS 3 & 4



Volunteering at the Museum

By Ed Weber

I am writing to all of you who were unable to attend our annual Rendezvous for some reason or another. WHAT A GREAT DAY!! There were over 25 vintage and classic vehicles and their drivers attending our show. All drivers and friends talked cars and marveled at the technology each displayed. On the high end was a PANOZ AIV Sport Roadster with a Cobra engine and on the other end was a 1972 Honda car with a 2-cylinder motorcycle engine.

I am writing this from the viewpoint of a 15-year volunteer. It was so gratifying for me to wander around and be a part of this show and especially enjoying the "fruits of my labor." Fruits that all of you could also enjoy just by volunteering. This year the shade trees in our show field were just amazing and provided all the shade needed in the 100-degree weather. They made the event beautiful and bearable at the same time. These trees were planted 13 years ago and all of us who were a party to their planting marvel at how beautiful and functional they have become. This didn't just happen. They were planned and the plan was carried out by many volunteers who I know are just as proud as me. I am inviting all of you to come and experience our pride and satisfaction.

There are many tasks that have come to reality over the past 15 years, and they all have been made possible through organizational planning and implementation by volunteers. Unfortunately, as I observed today, most of these volunteers have been officers and directors of the Museum. Members, these folks need your help, and once you answer their call, pride and satisfaction will overcome you very shortly. One of our very active volunteers, Don Petersen, manned a food station at Rendezvous handing out some very delicious hot dogs. This is an example of the type of volunteering the Museum needs. Lend us your skills, knowledge and abilities and you will be rewarded many times over.

Out of necessity, because of age and other obligations at home, I have found it necessary to cut back in my volunteering. I brought my knowledge of agronomy, irrigation water management, weed control and wood-working to the Museum and lent them my skills. It did not hurt one bit but paid off greatly in pride and satisfaction. You all can achieve the same. The Museum's immediate needs are many and have many tasks that could be achieved by volunteers. Come and ask, "What can I do to help?"

LeMay Family Collection is Worth a Visit

By Marty Boehme

This collection of automobiles is solely owned by the LeMay Family and is housed in South Tacoma. It is not affiliated with America's Automobile Museum in Tacoma proper.

The collection is just simply GREAT!!! It's located on the Marymount Campus in Tacoma's Spanaway district. You can find out more via their website at www.lemaymarymount.org.

One is amazed at the number of cars on display or in storage. The storage building measures 300 X 100 feet with a ceiling about 80 feet. Only the floor storage has cars that can be viewed directly. The two tiers above have the fronts of all cars showing. It's just like a huge bookcase with each shelf holding 50 cars.

Another building has the most interesting selection of cars spaced in serpentine rows starting with a replica of the 1886 Benz and ending with a 2013 modern car. As one walks the aisles, you see cars arranged in year-by-year chronological order. For those worshipping Detroit Iron, only two are a foreign make. Besides the Benz, there is a 2008 Japanese hybrid. This arrangement is a great educational tool when viewing the Brass Era cars, the Classics, pre-WWII mass production cars and finally cars designed as "muscle" and then "green" designs as demanded by the US government restrictions.

Of interest is the motorcycle collection that is impossible to hold a candle to our museum's very interesting display. The LeMay collection is just a collection of cycles arranged in a small room each one viewed side by side.

To see the Marymount collection along with the family's private collection located on the LeMay family home grounds you will have to go to the annual "Open House". It's held only once a year and that's on the very last Saturday of August (this year it will be August 26). Buses take you from one location to the other.



Truly a Photo "From the Field"

Eric Olson submitted this photo from his trip to the Saab Museum in Tollhattan, Sweden. He writes, "The old Saab and the old guy are about the same age. Docents are a key to a good museum."

The Toy Box

By Chip Hellie



This Toy Box submission isn't car or motorcycle related, and really isn't even a toy. It's actually an advertising piece which was usually displayed at airports and travel agencies. Not for sale to the general public.

It's therefore rare and highly collectable. Some examples reach in the thousands of dollars. But that's not why I picked this up from an estate sale collection years ago. My interest was due to it being a Lockheed Constellation and in particular, a TWA Airlines version.

During the second World War, Howard Hughes along with Lockheed's Chief aircraft designer Hall Hibbard would hold late night clandestine meetings developing a new airliner for Howard's post-war new airline, TWA. Of course, developing civilian aircraft during the war was a no-no so it was of course a design for "military use." In fact the first "Connies" were put to military use.

Hall Hibbard joined Lockheed back in the 30's and was an extremely brilliant designer. He didn't have a need to share the limelight or ever be the center of attention and was content with keeping his accomplishments to himself. A great aircraft was praise enough.

(Hall did design some great aircraft. His Lockheed 10 Electra was made famous as the plane Amelia Earhart used for her around-the-world attempt. He personally modified her plane to carry huge amounts of fuel. Unknown to most people was Howard Hughes did fly around the world shortly after in an Electra.

Amelia rather stole the show from him in this case.)

During the war Hall designed the P38 Lightning, one of the finest aircraft designed during the war. It was feared by many, the Germans calling it the "fork-tailed devil." It's the last thing Admiral Yamamoto saw in his mirror before his plane crashed into the jungle. He was the one who planned the attack on Pearl Harbor.

It has never been mentioned anywhere, but I find this interesting. Hall and Hughes had a working relationship for years, at least since the time Hughes

circled the globe in his Electra.

Here in Oregon, we have one of the most famous aircraft ever produced, the H4 Hercules flying boat, known better as the "Spruce Goose."

During those long nights discussing the Constellation, I wonder if much was said in regards to his flying boat. Seems odd to me Hughes would take on such a project, especially with no background in flying boat design. Hmm. Guess where Hall Hibbard worked before Lockheed? How about the Viking flying boat company? Of course, Hall would never mention anything or ask for any credit if he had any hand in its design.

Where am I going with all of this? Our future library at the Museum has been named in honor of my mother, Ferne Hellie. Ferne is also a Hibbard, and related to Hall. In fact, Ferne's brother Forest, (yes, Ferne and Forest) was the spitting image of Uncle Hall! The Hibbards were very intelligent and I remember my mom having an extremely high IQ. Wish I'd inherited some of that!

I have a sweet little airplane to gaze at which has special meaning to me.

Toy News

In this summer's display, Don Petersen will be displaying his Buddy L Toy collection and early Erector Set that features a built-in Buddy L Truck.



"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

MARK YOUR CALENDARS

Museum open every weekend June 3 – September 24

Saturdays 9:30 - 4 ⚙ Sundays 12:30 - 4

July 1	Membership dues are due! (Is that why they're called "dues?")
July 1-4	ROLLIN OLDIES Vintage Trailers Club meets at Powerland. Plus Civil War reenactment at Powerland.
July 19	Member/Board meeting, 6:30pm at Texaco Service Station
July 29-30	Great Oregon Steam-Up
August 5-6	Great Oregon Steam-Up
August 16	Member/Board meeting 6:30 pm at Texaco Station
August 19-20	Annual Truck Show
September 20	Member/Board meeting 6:30 pm at Texaco Station
October 18	Member/Board meeting 6:30 pm at Texaco Station

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!