

Messenger



Volume 16, Issue 3

EDUCATION IS OUR PURPOSE

www.nwcarandcycle.com

July – September, 2018

ANNUAL RENDEZVOUS GREAT SUCCESS!

Article by Doug Nelson
Photos by Mark Moore



Show cars at the Rendezvous on Chandler field. Clockwise, from top left:

- 1956 Chevy heats up the show field.
- 1940s Mercury custom delivery sedan owned by David Kent.
- 1938 Buick Century owned by Doug Nelson (now take a peek at the Museum logo on this page)
- 1914 Buick owned by Bob Farwell.

The Museum put on the most successful Rendezvous yet. We had over 40 cars and perfect weather! We also had a large number of people who did not bring cars but who toured the display in the Museum. Andy Ottolia signed up nine new members and he was so overworked inside that he never made it outside to see the cars.

More photos, page 8

IN THIS ISSUE

Letter from the President	2
Museum Summer Hours	
Call for Docents	3
Speedster Update	
Rare School Bus Donation	4
Volunteers of the Quarter	
Guide to Museum Contacts	5
Fundraising Update	
Update for the Ladies	6
Dues are due!	7
Website & Facebook info	
Rendezvous Photo Essay	8
Vintage Trailer Show	9
Memory of a 1949 Fleetline	10
The Toy Box	11
Mark your Calendars	12

NEWS ABOUT TOWN

Letter from the President

By Tom Ruttan

Your museum is ready for summer and everyone here is looking forward to an active summer season with lots of opportunity to show off the museum and display the accomplishments that have been achieved over the winter and spring. By the time you read this newsletter the 2018 Rendezvous will have been held and we will be anticipating the rest of Powerland's activities, including the Steam-Up.

One of the main focuses for the summer is the display of vintage vehicles, collectables and memorabilia in the Nelson Display Building that started June 2nd and will go through September 30th. We are open Saturday's 9:00AM to 4PM and Sundays from noon to 4PM. Come by and check out the displays and even better, volunteer to be a docent. We have quite an interesting display of cars this year with a heavy emphasis on "survivor" or original condition vehicles. The original first year 1926 Pontiac, 1949 Chevy Fleetwood, 1924 Model T doctor's

coupe, the recently donated 1919 Model T school bus, plus a Teraplane barn find from the Leek family are part of this. We have an interesting collection of motorcycles spanning English, Italian, American, Spanish and Danish brands. The Ladies Display area is new and expanded with many new and interesting items.

I wish to thank all of you that contributed to our winter and spring matching donation drive. It exceeded our goal and we are grateful for every donation. See Andy Ottolia's report elsewhere in this newsletter.

Finally, Gary LeMaster has been hard at work orchestrating the building project for the front of the Nelson Display Building. See Gary's full report in this issue but an amazing amount of progress has been made finishing the interior of the first floor of the new addition. As I write this report the sheet rock is going up on the inside walls and we hope to have the inside completed this summer, possibly as early as by Steam-Up.



MUSEUM OPEN FOR SUMMER!

Weekends now through Sept. 30

Saturdays

9:30 am - 4:00 pm

Sundays

12:30 pm - 4:00 pm

It's Time to Be a Decent Docent!

By Andy Ottolia

The NWVCMM is calling all those interested in becoming Docents at the museum. Being a docent is so much fun because you get to learn about the classic cars in the Museum collection and this can also lead to driving some of the gems too! Plus you get to meet visitors from all over the US and abroad. This is also your chance to make an impact on youngsters that someday may become interested in our hobby. All you need to do is take a short one-hour class to learn the ins and outs and you'll be on your way.

The Museum is open Saturday 9 to 4 and Sunday 12 to 4 through the end of September. Docent shifts are 4 hours. Please check your calendars and see if you are able to help on any of these days:

- July 14, 9am to 12 and 12pm to 4pm
- August 11, 9am to 12pm
- September 15, 9am to 12 and 12 to 4
- September 22, 9am to 12 and 12 to 4
- September 23, 12pm to 4pm
- September 29, 9 am to 12pm and 12pm to 4pm

**Email Andy O. at
Gosurfhi@gmail.com or
call 503 873 1185 with any
questions or to sign up!**

Speedster Class Ends Year; Looking for Next Cohort!

By Don Blain

The last class for the Speedster Program was held on Jun 7th. Although there are still unfinished projects to complete, these will be worked on in September when classes resume.

We are looking for students who would like to take part in this program. They must be 16 years old or older and be able to attend weekly sessions each Thursday throughout the school year. If you know or have a student who is interested, you can call Don Blain at 503-871-8696 for more information.

I want to thank all the mentors who gave of their time and expertise this year in helping to make the school a good learning experience for students. The program could not run if we didn't have the help of many hands. The shop area will be open during Steam-Up for viewing of our ongoing projects. Please come by and visit with us.



One-of-a-Kind Ford Model T School Bus Donation a Great Hit

By Andy Ottolia

The Museum recently received a most unique donation from Mr. Lee Larson of Portland – a 1919 Ford Model T School bus in barn find condition! This is believed to be the oldest completely original and unrestored school bus in existence in the U.S. It was stored indoors by the owner for 30 years with the hopes of a full restoration at some point but with his busy schedule this never happened. This ended up a blessing because barn finds in fully original condition are much sought after today. Very, very few of these buses were built at this time in automotive history. This was a time when kids walked and rode horses or wagons to school. Given the fact that the bodies had to be custom built by carpenters and that wood rots easily, to last 100 years in untouched condition is amazing. Even the painted lettering survives. On the side it says “Hammonton Schools.” The school district still operates today in New Jersey.



The bus has its original Ford 20 hp hand-cranked T engine without starter on a T chassis. The original wooden body, roof, seats and interior are all original and custom built. It carried 10 to 14 students and talking about safety, had no emergency exits and even its 15 gallon gas tank was right under the students' seats! We've come a long way!

The Museum's plans are to keep the bus in barn find condition and get the motor running and brakes to work for future shows and displays. Do not miss seeing this wonderful piece of American History this summer.

Volunteers of the Quarter: Display Committee & Ladies Display Committee

By Tom Ruttan

As most of you know the summer museum display doesn't happen on its own. It takes a hard-working crew that is dedicated to the task, has great vision as to how a quality display should look, not afraid of hard work and has a good time working together as a top-notch team.

Over the last few months the Display Committee, consisting of Nils Olson, Stephen Miller, Mike Bostwick, Andy Ottolia, Steve Johnson, Neil Beutler, Gary LeMaster and Tom Ruttan, and the Ladies Display Committee, including Rosemary Bostwick, Joanne Blaine, Connie Miller and Lou Rollings, have spent many hours turning this year's display into reality. It starts with moving all the winter storage items out to make room, finding and recruiting vehicles and items to be displayed, a lot of cleaning, moving vehicles around, more cleaning, moving in the new display vehicles and items, more cleaning, arranging the final layout of the display areas and finally one last clean up.

For all this great work The Display Committee & Ladies Display Committee are our Volunteers of the Quarter.

Museum Contacts

Board Chairman:

Steve Johnson, 828-461-8899
thedeucercing@gmail.com

President:

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

Editor:

Doug Nelson
503-399-0647

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:

Dean Lohrman

Antique Powerland office:

503-393-2424
office@antiquepowerland.com

Webmaster & Facebook Guy:

Mark Moore
mark@pdxhistory.com

Newsletter Gal:

Laura Nelson
nelsonducks@gmail.com

Matching Funds Campaign Update and Thanks!

By Andy Ottolia

Many many thanks to all of you who donated to our Matching Funds Campaign!

It was a success raising almost \$10,000 over (yes, OVER) our goal of \$40,000. Almost 50 museum members participated. This ensured that our 12,000 square foot museum extension project could continue uninterrupted during the winter.

This along with the large Nelson Family donation were instrumental for this phase of construction. This summer you will be impressed by the progress of the first-floor project which is expected to be finished by August. Please think of us for future donations to finish the interior of the second story which will be started shortly. Many Thanks! This great facility is yours. Get involved, volunteer and enjoy!



In these photos, you can see the drywall being completed and the HVAC piping going in. We're getting there!



Ladies' Corner Display Ready for Season

By Joanne Blain

The Ladies of the Northwest Vintage Car & Motorcycle Museum have once again been busy setting up their display area for viewing this summer.

The display includes jackets displaying motifs from the Museum and car and motorcycle clubs. We have many decorative and interesting jackets displayed on loan from various museum members.

Also you will see a large number of dolls from the collections of the ladies. Many quite old and others based on a theme, but all cherished possessions. Even though the ladies have grown up it is still fun to share some of their past with this collection. What lady doesn't remember her favorite doll when growing up? We are also raffling a beautiful quilt constructed of car and motorcycle fabrics. Tickets are \$1 each or 6 for \$5. You will want to be sure to purchase yours. You may be the lucky winner.

We look forward to having you visit the museum this summer and see what we have to offer.



Dues Dues Dues are Due!

Membership means something at the Northwest Vintage Car and Motorcycle Museum! Do you enjoy your visits? Do you enjoy this newsletter, either in print or email form? Are you looking forward to having toilets that actually flush and a nice place to show your visiting friends? Dues help! Please consider re-upping your membership today...you can do it in person at the Museum or by PayPal at our website: www.nwcarandcycle.com.

Seniors (65+)	\$35
Individual	\$40/year or \$100/3 years
Family	\$50

Other options are available! Talk to a docent during your next visit or find the form on our website where it says become a member!

STAY CONNECTED

Museum member and Powerland enthusiast and all-around great guy Mark Moore does an outstanding job of keeping our website and Facebook page up to date! Say "thank you" to him next time you see him (usually with a camera in hand) and check out how he's keeping us hip and relevant with the kids and their computers these days.



Education is our Purpose

NORTHWEST VINTAGE CAR & MOTORCYCLE MUSEUM

[Home](#) | [About Us](#) | [Car Shows](#) | [Join Us](#) | [Events Calendar](#) | [News](#) | [Speedster Program](#) | [Newsletter Archives](#) | [Ladies of the Museum](#) | [Contact Us](#)

NWVCMM
The Northwest Vintage Car and Motorcycle Museum is comprised of people dedicated to providing a public facility for the display of vintage cars and motorcycles from the past. The NWVCMM is an educational organization open to people of all ages, with or without a vehicle.

On the web:
www.nwcarandcycle.com

The Museum is open weekends - June - September

Next Member/Board Meeting
July 19, 2018 at 2:00 pm
At the T...

On facebook:
www.facebook.com/NWVCMM



There Were *People* at Rendezvous, Too!

Photos by Mark Moore



Admirers enjoy the 1903 Runabout in the perfect weather.



Joanne and Don Blain cheerfully welcome visitors.

Stephen and Connie Miller's 1914 Ford Model T Touring is on display this year.



Anny Ottolia (right) spent the whole day signing up new members!



The Nelson boys, Doug and Marshall, enjoy the hubbub of Rendezvous.

Vintage Trailer Show July 3-8 at Powerland

By Bob Gallagher

For anyone interested in old travel trailers, the place to be on July 4th weekend is the All-American Vintage Trailer Show at Powerland Heritage Park.

Those old Shasta, Aloha, Oasis and Airstream trailers our families camped in years ago are now classics worthy of restoration and showing. There are some truly unusual and unique trailers that are popping up, like a rare 1961 Holiday House Geographic that was originally built in Medford, Oregon and was recently restored in Bend. Only two are known to exist. Another

odddity, which will be at the All-American Trailer Show, is the world's shortest travel trailer at just 48 inches long. Although it is only 4 feet long, it comfortably sleeps a 6-footer and even offers a sink and refrigerator. To see how all that got packaged into a 4-foot trailer, come out to the show and take a look. There will be over 100 pre-1976 travel trailers on-site for the show, many from the 1950's and some dating as far back as the 1930's. Many of the trailer owners will be towing with classic cars and trucks.

Over the years there have been over a thousand different trailer manufacturers with names you probably remember like Silver Streak, Terry, Ideal and Aristocrat, along with a few names you probably never heard of like Airfloat, Star Fleet, Love Bug and Va-Ka-Shun-Ette. You are guaranteed to see trailers at the show that you didn't know existed.



1961 Holiday House Geographic



World's Smallest Travel Trailer with a 1950 Starkraft double-decker

The All-American Vintage Trailer Show is July 3rd to 8th, with all the trailers offering open-house on Friday the 6th and Saturday the 7th. For more information on the event, or if you'd like to bring out an old camp trailer, visit www.all-american-rally.com or contact Bob Gallagher at usn@comcast.net or 503-999-6626

1949 Fleetline Donation Rekindles a Memory

By John F. Quilter

I just about fell out of my seat when I saw the story and photo of the Satin Green 1949 Chevrolet Fleetline four door fastback recently donated to the museum. An identical car has a lot of family history for me. When I was only three in 1951, my naval officer father who was Commanding Officer of the Oceania Virginia Naval Air Station, was transferred across the country to take command of the USS Salisbury Sound (AV-13), a sea plane tender, based in Hunters Point, San Francisco. At the time, the family had a beloved saddle bred mare, Miss Manners, who my older sister and mother insisted come with us from Virginia to California. To affect this transfer, my father somewhat reluctantly bought a used homemade wooden horse trailer and fitted the Chevrolet with a hitch. In those days all horse trailers were homemade and this one had wire wheels from some early Ford, lights but no fenders or brakes. Our Chevrolet, the ultimate no chrome base line car, was Satin Green. But early in its life my parents decided a dark green (more like Chevrolet Live Oak Green) was more to their liking so it got repainted and it matched the green trailer.

The family trip with the horse (and an Irish terrier dog) was a memorable one to say the least. We set out in March intending to avoid snow and take the southern route via Texas, New Mexico, Arizona and into California via Bakersfield and up to the San Francisco Bay Area. The first few days were routine although

the night's stops required finding an accommodating farmer or rancher to house the horse overnight. Then it was on to a local motel and a "greasy spoon" café for dinner.

The next morning the horse was collected, and the journey resumed. My father contended the car and trailer were only suitable for about 45-50 MPH so forward progress across the nation was restricted. The little 216 CID Stovebolt six had to be wound right up in second before reaching high. After about the 3rd day, Miss Manners decided she did not really like riding in the drafty, bouncy trailer all day so the loading process in the morning stretched out into better than an hour or more. No cajoling of the horse would speed up this process despite my mother's and sister's efforts and with my naval aviator father watching the time click by, cutting into the day's driving time.

This trek took place during the Korean war and along about Alabama we encountered a massive convoy of an army battalion being relocated from the South East to maybe Fort Bliss in Texas. This was long before freeways, so all roads were two lane and went straight through all the towns. The convoy took up miles of these roads. With our almost army green Chevrolet and trailer we somehow infiltrated ourselves into the middle of this army procession and since they were making forward progress at about 45 MPH with their 6 X6 trucks, 4X4 trucks, jeeps and sundry

towed canons and other military paraphernalia the road, we kept an even pace. We could not seem to get ahead of them. Each night they would turn off and bivouac in some prearranged location and we would surge ahead to our motel and horse accommodation. The next morning their reveille was earlier than our departure time given the horse's recalcitrance, so along about 11 AM we would catch up with them once again. The good part was they sent the MPs ahead to each town and had all the cross traffic stopped at the



The Toy Box

By Chip Hellie

This issue we have one of the desirable Red Baby Arcade cast iron trucks. This is the Red Baby #1 dump truck. Sold as a Speed Toy Truck, this 10-1/2" long toy was first produced in 1926. They also offered a #2 version and it was since the dump bed was stationary.

There were 3 different versions of it produced up till around 1931. First version had spoke wheels and the International Harvester decal on the door. Second version had steel disk wheels with white rubber tires. The final version, which we have here had an all metal disk wheel with the International Harvester decal on the dump box sides. Not sure what connection Arcade and International Harvester had but it's obvious they figured out some arrangement that was mutually agreeable!

There is a nickel-plated crank that is strung with large string that raises the dump box. There is supposed to be a driver, but this poor fellow was from out of town and drank some of our water. He had to run.

Arcade was out of Freeport Illinois and was in business from 1868 until they crapped out in 1946.



1949 Fleetline Memory, continued...

traffic lights, so the convoy could proceed as a unit which must have stretched out for miles. We were often in the middle of this line and at one point an MP stopped my father and summarily told him he could not drive through as part of the convoy, "This convoy is under military orders!" My father, who was also "under military orders" simply advised him of this, rolled up his window and proceeded on, much to the consternation of the MP.

Due to the horse issue the trip began to stretch out longer and longer due to ever decreasing driving time impacted by the morning horse loading. My father threatened to sell the horse at the next night's stop but this pronouncement met with wailing and tears from my 13-year-old sister (and concurrence of my mother) who could not bear to part with her cherished mare. So, we pressed on one day at a time inching our way across the continent. Somewhere along about west Texas we lost the army convoy accompaniment. Finally, after 16 days on the road we approached the Bay Area climbing the Pacheco Pass into the Santa Clara Valley. This was the only time the reliable Chevrolet protested



with a rising temperature gauge, but my technically savvy aviator father solved that by running the car heater for the climb over the mountain pass.

So, on my next visit to the Museum I will have to take a nostalgic and careful look at part of my family automotive history. Kudos to Gregory Ball for preserving this car for all these years and donating it to the museum where I hope it will have a good home for decades to come.

And the Toy Box connection: As a long time, collector and builder of 43rd scale models, part of my collection includes a replica of the family Chevrolet and horse trailer as shown in the attached photos.



"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

July 3-5	Vintage Travel Trailer Cruise-In
July 1 - July 8	Many events at Powerland, come on down!
July 15	Forest Grove Concours D'Elegance
July 19	Board/Member meeting 2 pm at Texaco service station
July 7 - 29	Museum open on weekends (docents be aware!)
July 28-29	The Great Oregon Steam-Up
August 4-5	The Great Oregon Steam-Up
Aug 4 - 26	Museum open on weekends (docents be aware!)
Aug 16	Board/Member meeting 2 pm at Texaco service station
Sept 4 - 26	Museum open on weekends (docents be aware!)

MUSEUM OPEN FOR SUMMER!

Weekends now through Sept 30

Saturdays 9:30 am - 4:00 pm ♦ **Sundays 12:30 pm - 4:00 pm**

MEMBER/BOARD MEETINGS are the 3rd Thursday of each month, 2 pm at the Texaco Service Station on the Powerland grounds. Everyone is welcome!