

Messenger



Volume 17, Issue 4

EDUCATION IS OUR PURPOSE

www.nwcarandcycle.com

October – December, 2019

CAR SHOWS AND STEAM-UP AND SPEEDSTERS, OH MY!



Top left: Tom Winterrowd demonstrates to new Speedster Studentshow to check the 1923 Model T Ford's gas level.

Top right: A future Museum member gets behind the wheel at Steam-Up.

Below: The 1919 school bus represented the Museum well at the Forest Grove Concours D'Elegance and Cutsforth's Cruise In in Canby. Shown here is a picture from the Canby event (see more photos, page 8)



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NEWS ABOUT TOWN

Letter from the President

By Tom Ruttan

I'm not sure where the summer has gone but as fall is upon us and our recent turn to fall-like weather, I guess I have to accept that summer is over. Looking back on what always seems like too short of a season, it has most definitely been a good one for your museum. I hope you also had a good summer.

The vehicle display has been a real hit with all the visitors that came by this summer. We managed to bring in some very unusual and rare cars and motorcycles ranging from a turn of the (20th) century Kenmore Runabout, to 1930's & 40's Studebakers, Fords, Dodges, Chevy's and Buicks, to two Marmons, a '50's Kaiser Dragon, and that's just for the cars! The motorcycles included an impressive display of single cylinder machines from Triumph, Mustang, Husqvarna, Velocette, Ariel, Simplex and Honda and filling out the line-up with 2, 3- and 4-cylinder bikes from Triumph, Indian, Ariel, BMW and Nimbus. We had a wonderful display of "barn find" vehicles from the Leek family including a Terraplane, two Indians and a Harley Davidson. The 1919 Model T school bus was a very popular addition. Vintage bicycles were also on display and the Ladies of the Museum display was very impressive this year. A big thanks to everyone who made this happen. Our biggest



weekend of the year (at least for number of attendees) was, of course the two Steam-Up weekends. We co-hosted the quilt show this time and along with our displays, old car rides, garage tours, big band swing music concert and vehicle show, the museum had a very

good turnout and we were busy for all four days. We were also open for the Truck Show in mid-August and had a very good turnout of visitors for that event as well. The students will be returning to the High School Speedster classes this fall. We are looking forward to working with a new group this year to continue to work on the Speedster projects, the Ford Model A and even some maintenance & resurrection work on our 1949 Chevy. I would like to invite you out on Thursdays from 10AM to 2PM to see what is happening with

this program and meet the students and mentors. A final thought; since the summer vehicle display has ended we have room in our main display hall for winter storage of your car(s) or motorcycle. This is a very cost-effective way to store your vehicle in a secure, dry and heated area and free up some shop space for your winter project. It also provides some much-needed income for your museum to help pay the bills. If interested, please contact Andy Ottolia or me.

WINTER STORAGE AVAILABLE

October 1, 2019 to April 15, 2020

You can store a vehicle at the Museum for the winter, starting Oct 1 until mid-April next year. Call now to reserve a **SECURE** and **HEATED** and **DRY** spot in our building for the winter! There will also soon be cameras installed for video security. The alarm system records who and when anyone enters and exits the building.

Museum Members' Cars:	\$475.00
Non-Members' Cars	\$575.00
Motorcycles	\$250.00

Contact Tom Winterrowd for Storage Info:
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Please join us for our 9th annual

MOVIE MATINEE

Sunday, December 1

Social Hour: 2-3 pm; Movie at 3 pm

FEATURING:



Popcorn, cookies and drinks provided by
the Ladies of NWVCMM

Please RSVP for seating: Tom Ruttan 503-621-8943;
tgruttan@gmail.com

Speedster Class Starts New Year Strong

By Don Blain

Our new school year started off on September 19th with 7 students and 10 mentors. We are looking forward to a very productive year of learning and teaching all the aspects of how to build and work on vintage vehicles. We will continue the work from last year on the 1929 Model A Roadster, the 1928 Chevrolet Pie Wagon, the 1926 Model T Pickup and the 1949 Chevrolet 4-dr. Our goal is to finish some of these projects this year so that we can sell the vehicles and earn funds to sustain our program in future years. We always welcome any new students interested in attending our program as we have gained additional space in the gas station for our upholstery and mechanic work. If you are interested, or know someone who is, please contact Don Blain at 503-871-8696 or email: talulatouring@msn.com



Mentors and students pose on the first night of class this year.

Another Way to Donate to the Museum

By Tom Ruttan

Since we are heading into the last quarter of this year, your thoughts may be directed to end of the year tax strategies and options. I would like to suggest to you a way to make it easy to donate to The Northwest Vintage Car & Motorcycle Museum and potentially lighten your federal and state tax burden as well.

The Oregon Cultural Trust offers a way to donate to a nonprofit on their list (and our museum is on their list), donate to their cause, receive a reduction in your Oregon income tax and potentially get additional deductions on your state and federal income tax. Here is how it works: donate up to \$500 (\$1000 for a joint return) to our museum and the same amount to the Cultural Trust and you will receive a tax credit on your Oregon tax return plus potentially deductions on your state and federal taxes for both the Oregon Cultural Trust and our museum donations. The tax credit means that that amount of your donation to the

Oregon Cultural Trust will be taken off what you owe in state taxes. So that Cultural Trust donation comes back dollar for dollar to you off your tax bill plus your donation to the museum (while can't be taken as a tax credit) will provide us with much needed funds to operate the museum (or whatever category you wish your donation to be directed).

One other option to consider: if you are 70 ½ or older and subject to the required minimum distribution (RMD) for your IRA (Individual Retirement Account), you can withdraw the fund for the above discussed donations from your IRA as part of your RMD, send them directly to the Oregon Cultural Trust and the Northwest Vintage Car & Motorcycle Museum without paying taxes on the withdrawal.

Please Note: We cannot give any individual tax advice so if you have questions on the details of these programs or the impact on your specific tax situation consult your tax accountant or advisor.

Hops & Vines Tasting Event a Success!

By Mike Bostwick

Photos by Mark Moore and Mike Bostwick

The Hops and Vines wine and beer tasting event went very well and thanks to Gilgamesh Brewing for supporting the Museum. All those that came through the Museum were impressed with what we have accomplished. There is still one big, big problem, "I did not know this was here." So, please get the word out about the Museum and Powerland Heritage Park and where we are located. Along with the Gilgamesh Brewing we had a wonderful trio band, The Charles Guerin Trio, that played very nice music for the event, people still could hear themselves talk. It was great listening music and there was even dancing at times.

Some cash donations were made, and some Quilt Raffle tickets sold. There were between 100 and 150 people that came into the Museum for the event, which was up a little from last year, so just think about next year now, think about coming and inviting some friends or being a docent. It is a great event for a group. My daughter and friends (a group of 7) have come each year and have enjoyed it very much. There is a benefit to the Museum. If tickets are purchased from the Museum beforehand, you receive a 10% discount and the Museum gets half.

Guests enjoying the Gilgamesh brewing products at the Hops and Vines event.



Stephen and Connie Miller cut a rug to the tunes of the Charles Guerin Trio.



Stephen Miller, Mike Bostwick and Tom Ruttan greet visitors in the Nelson Exhibit Hall during Hops and Vines.

A Darned Fine Docent Crew!

By Eric Olson

As the Vintage Car and Motorcycle docents are finishing the 2019 display season, I have taken from the master docent scheduling chart the names of all the members who served as docents. People bring different talents and perspectives in this effort to share the Museum collections with the public. Docents improved the new gift shop, demonstrated the new pipe organ, organized the docent spaces, kept things tidy and made people feel welcome. It was a little scary in the spring when the chart was available but still empty. We were worried about the extra coverage needed for the opening of the front of the main building. Once the chart was full of names it was a matter of pride to see this many people working together. The Museum has many good docents but we'll need even more in 2020!

2019 docents were: Jack Adams, Eric Anderson, Neil Beutler, Don Blain, Joanne Blain, Don Blatchford, Mike Bostwick, Rosemary Bostwick, Pete Charbonneau, Gary Dennis, Bob Farley, Al Hall, Judy Hall, Martin Harding, Tom Kneeland, Marilyn Kongsle, Gary LeMaster, Connie Miller, Stephen Miller, CJ Nelson, Doug Nelson, Marshall Nelson, Jen Nielson, Tom Nielson, Eric Olson, Nils Olson, Sharon Olson, Andy Ottolia, Bob Pipkin, Tom Popelca, Pat Roby, Tom Ruttan, Lou Tauber, and Tom Winterrowd.

I apologize for any mistakes, omissions and misspellings. The point is the same: thanks to the 2019 docents. Eric Olson 503-289-8889

Summer Display Shines Bright

Photo by Andy Ottolia



Andy Ottolia captured this summer's picture-perfect display with a wide-angle shot from the new addition.

Ladies' Area Happenings

By Joanne Blain

Another successful summer is winding down and it is time to put all of our displays to bed for the winter. We had a wonderful showing this year of quilts, home implements, knick-knacks, hats, and other memorabilia. We also enjoyed our garden area too. Lots of foot traffic came through the museum to enjoy our displays. Next Spring we will be making some decisions about what we want to display next summer and we will be looking for new ideas and collections. If you have a collection that you would be

willing to loan us for the summer or have individual items that would be of interest to the public we would love to hear from you. We want to continue to display quilts and I know there are a lot of quilters out there who have beautiful quilts. We would love to share your work with museum visitors. If you want to display something, or have questions, please feel free to call me at 503-585-8078 or 503-871-0118, or email: djblain@msn.com.

Volunteer of the Quarter: Bob Farwell

By Andy Ottolia

There is a quality in a person that makes him stand out among his peers and that is PASSION. Bob Farwell embodies the ultimate Classic Car Aficionado. Bob owns over a dozen classics with many being Brass Era cars. (pre 1916). You will see him driving his cars daily around his property, to the Museum or at one of the many shows he attends. His interest in cars and airplanes began as a teenager when he bought a Model T for a few bucks and took it apart. He also built radio-controlled airplanes and raced midget cars.

Bob is our go-to mechanic to get motors running after long slumbers and is our troubleshooting expert. As you know, cars are donated to the Museum that have not run for decades and this is his specialty. He gets them running! The 1909 Cadillac, 1930 Cadillac Town Car, and the 1919 School Bus are just a few of the projects where his hands and mind were instrumental in their resurrection.

Bob is a very generous person. He loves to get involved, troubleshoot, and lend a helping hand to many of our members with car issues. Bob shares his cars and his knowledge freely. You will see his passion and a big smile at the many shows he and his wife Karen attend during the summer. He loves to tell visitors about the cars, giving rides and letting them drive his cars. For many of us driving his 1906 Maxwell around the grounds has been our oldest and most memorable car experience.

This quarter we salute Bob Farwell for many jobs well done! Thanks, Bob!



Bob dazzles the Steam-Up crowd in his sharp 1910 Maxwell.

1919 School Bus Draws Crowds at Forest Grove, Canby

By Andy Ottolia

A continuous stream of happy faces in amazement greeted our 1919 Model T school bus at two of Oregon's most prominent shows. This one of a kind display is believed to be the oldest unrestored school bus in the nation and was donated by Lee Larson of Portland about 2 years ago.

The Forest Grove Concours d'Elegance and the Canby Cutsforth's Cruise In were the venues with 350+ and 650+ cars attending and thousands of visitors. These were wonderful opportunities to showcase the bus and promote the Museum. Always generating crowds and many questions about its history, the bus was extremely popular and kept our docents quite busy!

Among one of the highlights was a visit by Dave Gordon of Canby, (photo below) whose father graduated from Hammonton High School in 1928! This bus provided service to the schools of Hammonton New Jersey, so there is a very good chance his father rode on this very bus 100 years ago! This town was very small and rural back then, supplying fresh vegetables to New York City 100 miles away. It was fun to learn about the city it served and find a connection to the bus and the city by someone living in Oregon. What are the chances?



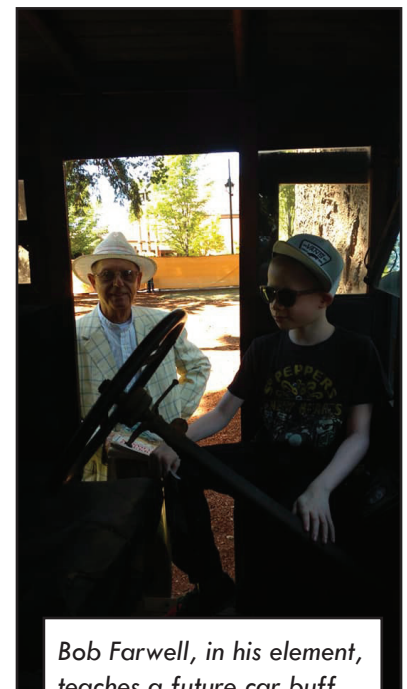
The old school bus sure got a lot of attention in Forest Grove!

dedicated group of about 6 volunteers who worked for about a year on the project. Logistically getting the bus to the shows required a big rig truck due to its high height. Due to the fragility of its age, wooden body, and glass it had to go in an enclosed trailer. Fortunately, Member Bob Farwell owns one and was gracious to deliver the bus to both shows. (See related Volunteer of the Quarter article on page 7!)

I want to thank Lee Larson for his donation and all the volunteers who worked tirelessly to get this project on the road and to the shows. Thanks to their efforts the Museum will enjoy this promotional showpiece for many years to come.



Canby's Dave Gordon, whose father went to Hammonton Schools.



Bob Farwell, in his element, teaches a future car buff how a Ford T drives.

The Great Race and the Lemay Collection

By Andy Ottolia

Among the must-see museums in the Northwest for car buffs is the Lemay-America's Car Museum and the Lemay Collections at Marymount. Both are in Tacoma, Washington. One at the Tacoma Dome and the other about 10 miles south.

This year for the first time ever these two museums anchored the finish of the Great Race. This marked the first time The Great Race, the world's premiere old car rally (a time/speed/distance rally) was held on the west coast from Riverside, California to Tacoma. For 9 days and 2300 miles, 120 classic cars criss-crossed 4 states and took in many important sights. Drivers and vehicles braved the 105-degree heat of the Mojave desert and just days later, the freezing snow at Crater Lake.

On June 29, Lemay Marymount hosted a big celebration to commemorate the finish of the race and welcome the cars and drivers. They also opened their huge collection of over 2000 cars for visitors to see. The festivities provided a bucket list day for a few of our Museum members who made the journey to Tacoma. During the day all display buildings were open to the visitors, including Harold Lemay's home where the collection began about 50 years ago. (This is must-see and is normally open just one day a year)

It showcases perhaps the best collection of America's experience with the automobile during the 20th century including cars, trucks, buses, motorcycles, memorabilia, dolls, toys, vintage radios, signs and many more under one roof. It is simply unbelievable and well worth spending a few days there. At one time 20 years ago, Harold Lemay's collection numbered 3500 cars and was the world's largest. (Today the Sultan of Brunei claims the title with a collection of over 5000 automobiles.)



Inside Lemay-America's Car Museum

After lunch, the Great Race finishers started entering the 80-acre campus with turn of the century buildings, manicured lawns and a forest. We watched the cars enter and tried to guess their year and make as they were displayed on the lawn. We enjoyed chatting with the drivers and hearing of their adventures. All were proud of their feat of finishing, but many spoke of fatigue, mechanical failures and concentration issues.

You could tell who drove early open cars because their faces were sunburned to a crisp. The cars varied in age from in the teens to the seventies and 5 entries came from foreign countries.

At the end of the day I was exhausted. I could not believe I had spent a full 12 hours in the museums and with the race festivities. Goes to show that when you are passionate about something and are having fun, time flies by! Don't miss these two museum gems!



Some of the cars after they reached The Great Race finish line!

The Toy Box

By John Quilter

The Museum often features Buicks, an iconic American motor car, although today more Buicks are sold in China than the USA. Brooklin Models, based in Bath, England, has done an extensive series of Buick models from the 1930s and beyond. Everything from standard production passenger cars to limos and hearses feature in their range of Buicks. All Brooklin models are done in white metal, the gold standard for collectors

of 43rd scale models, although the Chinese model producers are now producing a plethora of very accurate, highly detailed models of cars from all over the world in resin. Except for their heft, there is little to choose in accuracy and fidelity to the real car between white metal and resin these days.

The models in this photo are 1934s, a Series 90 sedan and a Series 60 four-door convertible sedan phaeton. The sedan is in brown and the phaeton is in Buick's Ambassador Maroon. Also not pictured in the 1934 range is a cream color Sedan M-61 and a Series 60 Convertible coupe, a Series 96-S coupe in tan with rear mounted



1934



1936

spare and a maroon version with side mounts and a rear luggage rack. Topping off the passenger car line is a M-90 limo in black. On the professional car side there are three funeral coaches, a Miller Buick Funeral coach, a La Salle Art Carved funeral coach and a Buick Art Funeral Coach.

Moving on to the 1936

cars pictured are two non-Brooklin items, Whitebox diecasts of a Special four door sedan and a one modified by the writer into a two door sedan with dual side mounts. In addition to the relatively inexpensive White Box diecast items, Brooklin also produces 1936 cars, a Special convertible coupe model 46-C and a Special Victoria coupe in cream with no side mounts and a Special four door sedan M-41 virtually duplicating the Whitebox item.

Jumping to the 1937 range the photo shows a Special two door coupe M-46 in Samarra Beige Poly. Then the somewhat unusual Special "plain back" four door sedan M-47 in Sudan Blue Poly. The plain back cars had



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no extended trunk and thus less trunk capacity and were passing out of favor with buyers by these years, so this makes it a somewhat unusual model replica. But if model collectors want the trunk back version known as a Touring Sedan it's also available in dark metallic grey. Not shown but also a Brooklin item is a Special convertible M-46C and a sporty Special four door Phaeton M-40C.

Now to 1938. The photo shows a Special four door Phaeton M-40C in Homer Grey Poly. Also in this collection is a pair of non-Brooklin resin items, in the long obsolete La Familia Victory Series, a Special Series 40 four door trunk back sedan and a Special Coupe Series 40. Not pictured are Brooklin's Limited Limousine Model 90-L, Special Sport Coupe M-46s in red with dual side mounts and the rarest of all, a Limited Derham Town Car limo. And if Ambulances are your thing there is bright red 1938 Flixible Sterling one with twin side mounts. In the same photo are the 1939 items, a Century four door sedan M-61 in black and a Century convertible coupe M-66C in pale yellow. And finally, a very rare four door phaeton model custom produced in resin kit form by Jerry Rettig of Tucson Arizona in very limited numbers and built by the author. For those wanting a 1939 Century two door Touring sedan M-68 Brooklin will accommodate that with a maroon item.

So for Buick lovers of the 1930s Brooklin and others produce a plethora of choices. If your garage is not large enough for all these in 1:1 scale add a glass case in your den and display as many Buicks in miniature as you can afford.



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"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

October 3	Speedster Class: 9 am - 2 pm
October 10	Speedster Class: 9 am - 2 pm
October 17	Speedster Class: 9 am - 2 pm
	Member/Board Meetings 2 pm in the Nelson Exhibit Hall meeting room
October 24	Speedster Class: 9 am - 2 pm
October 31	Speedster Class: 9 am - 2 pm
November 7	Speedster Class: 9 am - 2 pm
November 14	Speedster Class: 9 am - 2 pm
November 21	Speedster Class: 9 am - 2 pm
	Member/Board Meetings 2 pm in the Nelson Exhibit Hall meeting room
December 1	Movie Matinee in the Nelson Exhibit Hall meeting room
	Social Hour begins at 2 pm, Movie begins at 3 pm (more info on page 3)
December 5,	Speedster Class: 9 am - 2 pm
December 12	Speedster Class: 9 am - 2 pm
December 19	Speedster Class: 9 am - 2 pm
	Member/Board Meetings 2 pm in the Nelson Exhibit Hall meeting room

**MEMBER/BOARD MEETINGS are the 3rd Thursday of each month, 2 pm at the
Nelson Exhibit Hall meeting room at the Museum. Everyone is welcome!**