

Messenger

Volume 18, Issue 3

EDUCATION IS OUR PURPOSE

www.nwcarandcycle.com

July – September, 2020



WELL, THIS WILL BE A DIFFERENT SUMMER THAN WHAT WE HAD PLANNED...

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**See back cover for
"Cruisin' Thru Powerland"
drive-by details.**



Photo (before Coronavirus enhancement) from Hulton Archive/Getty Images.

Letter from the President

By Tom Ruttan

On any normal year in this issue of The Messenger, I would be talking about our annual Rendezvous, summer vehicle display, upcoming summer events such as Steam-up, Civil War reenactment and all the other activities you would expect to see at Powerland Heritage Park and your museum. However as all of you know and have been living with for the last several months, the COVID-19 virus has changed everything. We have all been living with social isolation, face masks, curtailment of normal activities, and in some cases job losses, illness (or worse) from the virus and a total disruption of our way of life. Due to the COVID threat, the Governor of Oregon has ordered that there can't be any public events with more than 25 people through the end of September, 2020. As a result, Powerland Heritage Park and your museum have had to close down for the summer. This means no Rendezvous, summer vehicle display, Steam-up or any of our normal summer activities the way we know them.

This is a very serious financial impact for the Museum since we will not have any income from donations at the normal summer activities, recruiting new members, or sales from the Museum store. Andy Ottolia is heading up a fundraising and membership renewal campaign to help us get through this difficult time. You may have seen the email appeal that has been sent out over the last couple of weeks or see Andy's appeal in this newsletter. If you can help us with a donation and/or if you are overdue and haven't renewed your Museum membership, please do so now.

In the "silver lining" department, the lack of summer activity is giving us the chance to catch

up on building and ground maintenance. We are repairing the droopy insulation in the main display hall, hanging additional model airplanes from the rafters and cleaning/weeding the grounds. If you would like to help us with this, please let me know.

Since there is no vintage vehicle show this year we are offering the winter car storage program starting a month early. Normally the price for warm, dry and secure storage of your car starts October 15 and goes through April 15 for \$475, but this year you can start your storage a month early starting September 15 for

that same \$475, so you get an extra month for free! This is a great program that gives you safe and secure storage for your car at a very competitive rate and really helps by providing critical income to help us keep the museum operational.

While Powerland is shut down, our creative Powerland leaders have put together an event that will meet the Governor's guidelines yet allow the museums to show their vehicles and machinery. It is called "Cruisin' Thru Powerland" and will allow the public to drive through Powerland and see exhibits from each museum by driving by and not leaving their cars. This will happen from 9 AM to 5 PM on July 4-5, the two weekends that would normally be Steam-up weekends (July 25-26; August 1-2) and the weekend that would normally be the Truck Show weekend (August 22-23).

All the best,
Tom Ruttan



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Volunteer of the Quarter: Tom Popelka

By Tom Ruttan

Tom brings a wealth of knowledge to the Museum from his working career in electronics with the telephone company and other jobs in the electrical and electronics industry. When he retired from that he decided that he wasn't done yet, so he went to work for Home Depot to share his knowledge and expertise with eager-to-learn home owners and other like-minded customers.

After that second retirement he has volunteered his services at Powerland and more recently with our museum and the pipe organ project. Tom, along with Stephen & Connie Miller and Tony Kraxberger, has been part of a very effective volunteer team that



has made tremendous strides toward the completion of the pipe organ. Tom handles the very complex and sometimes tedious job of rewiring and designing the electrical architecture of this incredibly complex instrument. He has also designed the interface and procured the equipment so that the pipe organ can interface with a computer for auto-playing. I don't know anyone else who could have accomplished this difficult task. He also doesn't mind getting his hands dirty and has been helping out cleaning up the Museum grounds.

For all of this, Tom Popelka is our museum Volunteer of the Quarter.

Sprucing Up Amid Shutting Down

By Tom Ruttan

The “before” scene – lots of weeds!



The “after” scene – looking better, but more work to do on the rest of the Museum grounds.



The crew (L to R): Gary LeMaster, Tom Popelka, Eric Olson, Mike Bostwick, Tom Ruttan (off camera). Note the proper social distancing and the load of weeds!



Pipe Organ Progress Picks Up

By Stephen and Connie Miller

The organ restoration project is going great. All the pipes are installed in the pipe racks along the wall. The interface is here from Bond Organ Supply in Portland. Tom Popelka is working on it and the wiring. Tony Kraxberger and Stephen & Connie Miller continue working on the project as well. Tony finished making wind chest ranks and installing them. We have a new team member, Lee Voreis, who is going to do the installation of the duct work and he is donating his time and material. Tom Popelka and Tom Winterrowd have an appointment scheduled with Bond Organ Supply; Bond is thinking of donating a Harp Celesta to the Museum for later attachment to the Smith Unit Organ, when funds are available for this addition. A Harp Celesta is a musical instrument like a piano, with metal plates struck with hammers and sounding like a harp.

At this time the project is out of funds and all work and materials that continue to be done by our team of volunteers is being donated by



them. If anyone is interested in helping continue this work, donations would be most appreciated. While the Museum is closed due to COVID, our team is using the time to work on this magnificent instrument.

The Smith Unit Organ Team thanks you for past contributions and support.

Calling All Car and Motorcycle Clubs!

By Andy Ottolia

This year the Museum is reaching out to Willamette Valley car and motorcycle clubs to become Museum Club members.

The Northwest Car and Motorcycle Museum is on a mission to make our facilities into a community and events center for car and motorcycle related activities in the Willamette Valley.

Our facilities of 30,000 square feet contain an exhibition hall, 1930s dealership and 1930s gas station and restoration shop. The campus is on 2 acres with a one-acre show field and gazebo, all surrounded by Powerland Heritage Park, a tourist destination with easy access to I-5 and surrounding wine country roads.

Museum membership for clubs will include:

- Use of conference room for your club's monthly meetings.
- Use of grounds for one yearly car show (fees may apply)
- Future seminars and auto-related events on weekends
- An area where clubs can display their information for marketing purposes.

The club membership fees will be \$200 first year and \$100 yearly thereafter. This is a wonderful opportunity for your club.

For more information, please contact Tom Ruttan or Andy Ottolia.

Summer Donation Appeal - Did You Get Your Letter?

By Andy Ottolia

Dear Friends and Members of the Northwest Vintage Car and Motorcycle Museum,

We hope you and your loved ones are safe and on a path to normalcy in the coming months.

Due to the COVID-19 crisis, Oregon government has imposed restrictions on public venues. We are sad to report that Powerland Heritage Park, our home, will be closed to all public activities until September 2020.

Our Rendezvous car show, Steam-up weekends, Truck Show, and all summer events have been cancelled at this complex. As you know, this is our busy season, and this will present serious financial challenges to your Museum.

For the last 20 years with your support NWVCM has grown into a fine center of displays, shows and learning. Over 350 at-risk High School students have benefited from the Speedster Automotive program.

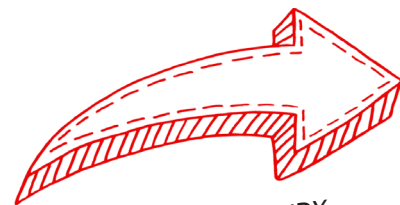
At this time of need we ask for your support in the form of a donation to cover our operational costs which includes utilities, insurance and maintenance. The Museum has no debt and no

paid employees so we are as lean as possible. But with no income for this summer we need your help.

Please be generous. If not a member or your membership has expired, join or renew today with the special 3 years for \$100.

We will let you know when activities resume at your museum and Powerland Heritage Park.

We are so grateful for your support.



USE THIS HANDY
FORM FOR ALL YOUR
DONATION AND
MEMBERSHIP NEEDS!

FUNDRAISING UPDATE:

Since May 30, when the above donation appeal was launched, you have raised \$6,300 for the Museum. We are more than halfway toward our goal of \$12,000!

Your support ensures that during these trying times of no income, your museum has the funds for operational expenses. We have no paid employees and run a lean ship.

During our appeal, our PayPal link was not working. Our PayPal link at the Museum website is now working or you can donate by PayPal using the Museum's email address, office@nwcarandcycle.com, or you can send us a check. Thank you in advance! Visit www.nwcarandcycle.com to help.

STORE YOUR CAR or CYCLE at the MUSEUM

Now is your chance to buy that Classic Car or Motorcycle of your dreams that you have always wanted. But you say you don't because you have no garage space or your spouse doesn't want it? Well, now you are in luck! Buy it and store it at the Museum!

Over the years this activity has provided Museum members heated storage during the winter for their vehicles. The museum has benefited as these storage fees cover about a third of our operational costs. This year due to the cancellation of the displays, storage will be available beginning September 15 and go through April 15, 2021.

Fees will remain the same as in 2020 for the season. \$475 for cars and \$150 for motorcycles. Take advantage of this year's longer storage season for the same price! Contact Tom Ruttan for more information or to make your reservation!

DONATION AND MEMBERSHIP FORM

Mail this form, along with your payment, to:

Northwest Vintage Car & Motorcycle Museum
PO Box 15
Salem, OR 97308-0015



Questions? Call Tom Ruttan at 503-621-8943

Name _____

Spouse _____

Address _____

City, State, Zip _____

E-mail _____

Phone number(s) _____

_____ **DONATION** in the amount of \$ _____

Membership levels:

_____ **SPECIAL 3 years for \$100 (any age)**

_____ Senior membership \$35 (ages 65+)

_____ Family membership, \$50 (1 or 2 adults over 18 with any number of children under 18)

_____ Standard membership, \$40 (ages 18 – 64)

_____ Club membership \$200 the first year, \$100 each year after

_____ Lifetime membership, \$10,000 (one-time fee, includes family)

Tell us about your vehicles and interests:

☐ I would prefer to receive all correspondence via email

☐ Contact me regarding Volunteer Opportunities

*The Museum also accepts cars and motorcycles 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!*

John's Toy Box

By John F. Quilter

Buicks are a popular subject for model makers and especially in 1:43 scale. I cover here a selection of 1941s, 1948s and 1949s from a number of different model makers and some that are custom creations of my own. (Note from the Newsletter Gal: See our October 2019 issue for John's in-depth report of 1930s Buick models).

First the series of 1941s. Western Models of Taunton England did in the distant past both a convertible (WMS 78) and a Sedanette (WMS 67). Both in Western Models' traditional white metal. Some were available as kits for the skilled modeler to construct and paint. The convertible came with both an up top and a boot for a top down display. A successor to Western Models, WMCE, now offers a black convertible

coupe and a wood bodied Estate Wagon. Both are quite pricey, produced in limited numbers and of exquisite quality from a true artisan producer. Next, Brooklin of Bath England currently does a pricey four-door convertible. And another contemporary models maker, GLM, does a yellow or black two-door convertible coupe in resin both with maroon interiors and fender skirts. Long before WMCE launched their woody, a model maker from Tucson Arizona, operating under the Enchantment Land Models name, produced both a woody and a Century sedan, coupe and estate wagon in resin. These are the ones pictured. It appears, as of yet, no one does a six-window fastback sedan or has replaced the long out-

of-production Enchantment Land Century four-window sedan.

There is one 1940 Buick currently available in 43rd scale, a Brooklin Estate Wagon in maroon.

Moving on to the 1948 Buicks, shown are a Sedanette by Design Studios, (DS 5) also sometimes known as Motor City. Multiple colors have been produced. Brooklin has done them in traditional white metal,



1948 BUICK ROADMASTER



both a '48 Estate Wagon in black and a Roadmaster convertible. The convertible is commonly seen in blue, red, or cream, and all are top down versions.

And finally, the selection of 1949 Buicks. Here there are two items that were created by me from a diecast model of a Buick Roadmaster convertible by Motor Max, a relatively inexpensive mass market item. The convertible was used to create the Estate Wagon using custom modeling techniques. The Black four-door Roadmaster sedan is also a conversion of a Motor Max convertible. The Riviera hardtop is another resin production

of Enchantment Land models. Both the convertible and Riviera hardtop are replicas of cars produced later in the 1949 model year having the sweep spear side molding. The 1949 hardtop was Buick's first use of the Riviera name. A company based in China, TSM models, currently offers a Riviera hardtop in resin in black with a white top and sweep spear, or in all maroon and a pale yellow convertible. Finally, the Sedanette is a white metal item from Brooklin Models. Interestingly, the pale yellow Motor Max convertible is also marketed as a car from the movie Rain Man but they failed to note that the Rain Man car did not have the optional sweep spear being an earlier production 1949 with the single horizontal molding.

Probably the rarest and definitely the most pricey, at well over \$1700 a copy are the Motor City white metal white Flexible ambulance (MC 97) or the red version at a similar price.



Motor City also did a Roadmaster Estate Wagon in black (MC 76). One recently sold for \$565 on Ebay. Motor City is the platinum standard for ultra-rare and high quality 43rd scale models. At the other end of the price spectrum is the New Ray convertible in multiple colors without the sweep spear molding.

So it appears that there are a number of 1949 Buicks replicated by various makers in the 1:43rd collector scale.

A Story of a Family and a Model T, in Two Parts

By Marty Boehme

PART 1: DAD LEARNED TO CRANK A MODEL T FORD THE HARD WAY

My dad grew up on a chicken ranch near Spokane, Washington without ever knowing his father. His mom was a German immigrant who came to the USA when she was 16. She started working as a domestic servant in Spokane. Her two older carpenter brothers also lived in Spokane. The house they were building used a stonemason by the name of Joseph Boehme. Soon, a marriage was arranged. The firstborn was a son. When she was pregnant again with my dad, Joseph simply disappeared. Fortunately for dad's mom, her father finally made it to the US about the same time. He moved in as part of the family. My dad always told me that his grandfather was his father-figure while growing up. Dad said that his grandfather never learned English and always spoke German the rest of his life.

Things were still tough for the family. During World War One some discrimination was felt because the Germans had started the war. Dad's mom was a staunch

Marty's father (in sling) with his grandfather/father-figure.



Marty's father in his brother's car, packed up and ready for Washington State College.

supporter of the USA. Even though German was spoken at home her two sons soon learned English when they started school. She was intent on becoming an American as soon as possible. She knew that if she could send her sons to college, they were sure to succeed in life. My very sentimental dad had tears in his eyes when telling me about how his mother worked her fingers to the bone so that she could send her two sons to college.

The teenage brothers were very mechanically inclined and wanted to have a car. They bought a used Model T Ford. Unfortunately, when my 18-year-old dad cranked it, he wasn't holding the crank the right way. The car backfired. He ended up with a compound fracture and spent the summer before starting college with his right arm in a sling.

My dad followed his older brother to Washington State College. They drove together in a loaded-down open car. They both lived in a Masonic fraternity.

When dad was in his second year of college, his mother received a letter from a brother living in Chicago. Her brother had simply run into Joseph Boehme on the street. When asked about leaving the family some 20 years ago, it was learned that Joseph had gotten a quickie "Mexican divorce."

What to do? Dad's mom wanted to take Joseph back. It was decided that they would go to Chicago. At 22, my dad wanted to meet his father for the very first time.



FIND OUT WHAT HAPPENED NEXT IN THE OCTOBER 1 ISSUE OF *THE MESSENGER*!

(Here's a hint: The above photo from Marty shows the Model T packed up and read start a road trip to Chicago!)

By Chip Hellie

Chip's Toy Box

Here we have a fantastic, all-original Marx car hauler with cars. It was made in the late 30's by Louis Marx of New York. He started producing toys around 1920, and in 1972 he sold the company to Quaker Oats. It became overcooked and went down the sink in 1980. This toy is no doubt the nicest example on any planet. Absolutely unused with original box. But wait, it's even got the original D-cell battery to power the headlights. Toy includes the rear loading ramp. Bet that's not easy to find! Very rare and complete and probably worth \$1500 to \$2000 range.





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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

10 minutes north of Salem
30 minutes south of Portland

MARK YOUR CALENDARS

Due to social distancing restrictions, Powerland is switching to a "drive by" model for four weekends this summer. If you would like your car or motorcycle to be displayed on the route, park them in front of the Nelson Building beginning at 8:45 AM on the "Cruisin' Thru Powerland" days (listed below).

July 4-5	Cruisin' Thru Powerland, 9 AM - 5 PM
July 16	Board Meeting at Nelson Building, 2 PM
July 25-26	Cruisin' Thru Powerland, 9 AM - 5 PM
August 1-2	Cruisin' Thru Powerland, 9 AM - 5 PM
August 20	Board Meeting at Nelson Building, 2 PM
August 22-23	Cruisin' Thru Powerland, 9 AM - 5 PM
Sept. 17	Board Meeting at Nelson Building, 2 PM
Sept. 26	Heritage Auto Show in Monmouth*, 9 AM - 3 PM

**check www.heritageautoandagshows.com for updates closer to the date of the Monmouth show.*

Looking ahead to calmer times...the annual **Movie Night** is slated for **December 6**. Social hour begins at 2 PM, and the movie will start at 3 PM. This year's movie is *American Graffiti*.

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