

Northwest Vintage Car & Motorcycle Museum Newsletter

Volume 9 Issue 1

January – March 2011

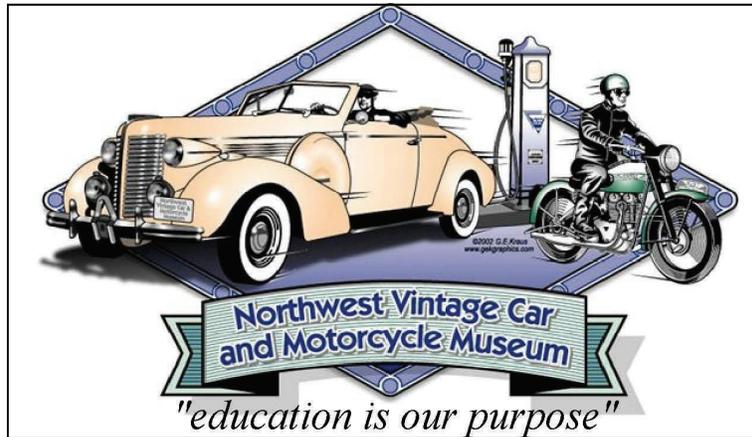
Quarterly newsletter

Upcoming Event Member Appreciation Event

11am to 2pm

Saturday, March 19,
2011

Members and Guests
See the article below.
RSVP: (503) 399-0647



The NW Vintage Car & Motorcycle Museum is located at

Antique Powerland off Brooklake Rd, west of I-5

I-5 Exit 263, Brooks

10 minutes north of Salem

30 minutes south of Portland

Museum Grand Opening by Al Lake

The Northwest Vintage Car & Motorcycle Museum grand opening was October 16 at the Museum Building.

Ken Austin was our guest speaker. Ken is the owner of A-dec, Inc., one of the largest dental equipment companies in the world. Ken also is a car collector, and has some excellent vehicles, including a rare original 1907 Ford Model K, which was on display.

Ken talked about the importance of preserving automobiles for the

future and the importance of bringing young people into the 'car world'. He urged people to support the Museum through memberships and donations of time, talent, money and vehicles, or other items.

Ken is a Life Member of the Museum.

Thank you, Ken.

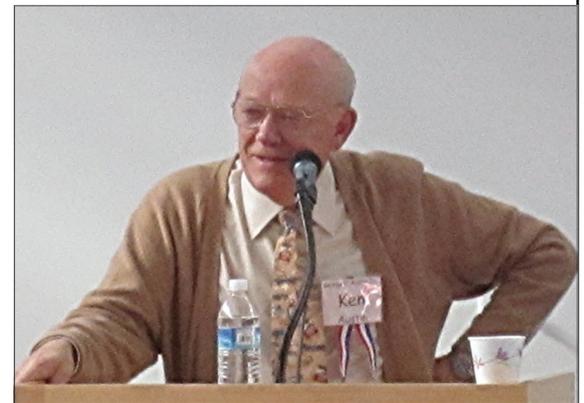


Photo by Sue Lake

Member Appreciation Event

by Tom Ruttan and Doug Nelson
event.

As a member you have been a vital part of making our Museum the reality it is today. You will be honored at the Museum's first annual "Membership Appreciation Day" event. If you have not been to our Powerland campus recently, you will be impressed to see the Museum Building and the new Speedster Building open.

You are cordially invited to a member's Northwest Vintage Car and Motorcycle Museum Member Appreciation Event at the new Museum Building at Antique Powerland. Your Board of Directors feels that it is very important that the general membership attend this meeting where the future direction of the organization will be discussed and the plans for the 2011 Museum operation presented. The

Board would like you to be aware of what is in store for 2011 and how each one of you can help to make it a success.

Why a Member Appreciation Event?

- This is a chance to meet your fellow Museum members, tour the new Museum Building, and Speedster workshop, and learn about the many Museum programs and activities.
- This will help everyone get to know each other.
- The Board Officers and committee chairmen will give you the latest plans and request your help.

This will be a potluck event, so please bring a dish or offering to serve 10 to 12 to share with the rest of our membership for this gala

Last name beginning with:

- A-H main dish
- I-P side dish, salad, bread, or rolls
- Q-Z dessert, or soft drinks

The meal will be from 11:30 - 12:30

There will be raffle prizes that members will be eligible to win, and awards to honor volunteers for their volunteer time during 2010.

- **DATE: Saturday, March 19**
 - **TIME 11am to 2pm**
 - **PLACE: Museum Building**
 - **WHO: Members only**
- RSVP by March 16**

Doug Nelson (503) 399-0647 or
Tom Ruttan (503) 638-1746 or
Mike Bostwick (503) 245-5444

Coos Bay Trip By Doug Nelson

On November 9th, four Museum members: Bert Harrison, Don Blain, Tom Kneeland and Doug Nelson, went to Coos Bay at the invitation of Jack Jacobson. Our objective was to pick up a donation of two cars for the Model T Speedster Program and to tour his original line shaft machine shop. Jack met us at the shop that was constructed in the 1890's on piers on the waterfront side of Front Street and with a "new" addition in 1911. The shop is filled with all sorts of equipment: drills, grinders, lathes, saws and shapers. Most of the equipment runs off of the original line shaft equipment that was in place before 1900. The original shop was steam-powered, but now runs on electricity.

Most towns and cities had shops like this. Now only a very few are still in existence, and even fewer still run with steam power. This shop is truly a piece of living history. One of the oldest items is a steam-powered cast iron pump made in 1864. Tom Kneeland was very interested in the layout and operation of this shop since he is

spearheading the effort to build a shop that is similar to this at Antique Powerland next door to the Miller Sawmill. Tom has a serious collection of line shaft equipment and original tools to develop and furnish the shop. He will produce wood trim items for education and practical use at Powerland.

After the shop tour, we drove to another location to pick up the two cars Jack donated. They are a 1924 Model T Ford Touring car with an interesting body painting called the "Bamboo House" that was used many years ago as a rolling advertisement, and a 1929 REO that is featured in an article by Ed Weber, our REO expert, on page 4. Both cars were trailered to the Museum. Thank you, Jack Jacobson, for your generous donations and for the tour.



Photos by Doug Nelson

Thank You Sponsors by Al Lake

Our thanks to the following sponsors of the Museum at the grand opening:

- Roth's Fresh Markets
- Oregon Garden
- E-Z Orchards



Photos by Sue Lake



Member Profile - Bjorn Klingenberg by Doug Nelson

Bjorn Klingenberg is a founding member of the Museum. Bjorn was born in Copenhagen, Denmark only five minutes from the Nimbus factory, the only motorcycle company in Denmark. He learned to ride on a Nimbus and developed a love of this Danish mode of transportation which led him to find a Nimbus here in the United States. He found his 1954 "Bumblebee" Nimbus in La Grande, Oregon. It had been brought to the USA by a GI who left it out in the weather to rust and rot. But not to fear - our hero rescued the derelict bike and restored it using all his engineering skills. Since

most Nimbus motorcycles had sidecars from the factory, Bjorn had one constructed to original specifications. Bjorn and his wife Carina immigrated to the United States and Bjorn worked at various times for Mercedes Benz, Volvo, and Freightliner, retiring about ten years ago. He and Carina built a Swedish-style home in Silverton and have a special shop where he works on his motorcycle projects. He currently has, in addition to the Nimbus, a 1955 Matchless AJS Model 20, a 1956 Triumph Tiger 100 and a 1964 Norton Atlas 750. These motorcycles are all restored and in pristine condition. Bjorn also has an English 1947 MG TC which he has shown at the Oregon Garden and at the Museum.

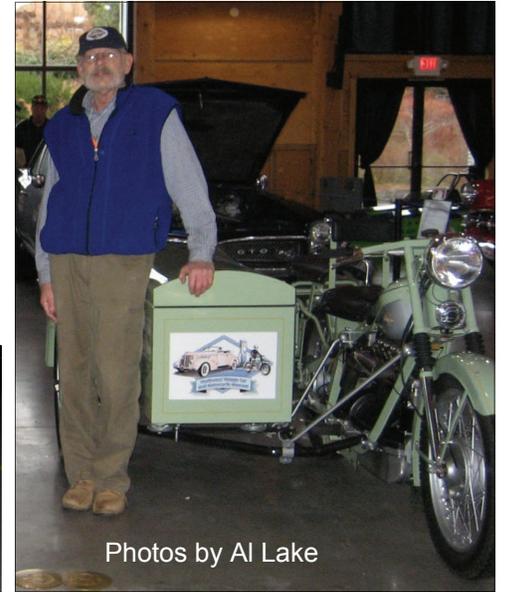


Photo by Doug Nelson

Photos by Al Lake

Best of the Mid-Valley 2010

By Doug Nelson

Antique Powerland Museum has been nominated for the Salem Weekly Newspaper's "Best of 2010" contest in the category of "best kid's entertainment." This contest is based on readers' votes. See the results at: <http://bestof.willamettelive.com/>.

Donations to the Museum postmarked by December 31st may be tax deductible in 2010.

Newsletter Editor Needed

by Al Lake

The NWVC&M Museum needs a newsletter editor.

Please contact Doug Nelson (503) 399-0647 dokayllc@earthlink.net or Mike Bostwick (503) 245-5444 reb.mlb@netzero.net

Museum Sponsors By Doug Nelson

Thank you to our corporate sponsors:

Enterprise Rent-A-Car of Salem for transporting the students for our Speedster program at no cost. Call (503) 364-1911 for your transportation needs.



Best Pots, Inc. of Salem for supplying a portable toilet at the Texaco service station year round, at no cost. Call (503) 581-4477 for a portable toilet.



Mike Younk Masonry (503) 871-0911 for donating labor on the Speedster shop concrete floor. Mike Younk, "cement finisher extraordinaire" troweled the concrete under the siding on the front side of the Model T Speedster Building.



Photo by Ed Weber

Museum Receives a REO Donation By Ed Weber

Jack Jacobson, Coos Bay, has recently donated a 1930 REO Mate to the Museum and on November 9th Doug Nelson brought the car to the Museum site.

This car model has an interesting story. The Great Depression of 1929 struck the nation and it hit the car manufacturers very hard. The REO Motor Car Company, owned by Ransom Eli Olds, was no exception. REO had just launched a Flying Cloud series of 6-cylinder cars in 1927 that offered a full line of body configurations. The Flying Clouds were medium priced cars that sold well prior to the depression, but now, with the new financial situation, the potential market was severely reduced.

The company decided to offer a slightly less expensive car. The REO Model B2 Mate was an "assembled" car built from many parts purchased from suppliers other than the REO Motor Car Company. As an example, the car donated to the Museum has an engine by *Continental*, a differential by *Salisbury*, a body by the *Murray Coach Company*, and a transmission by a company yet to be identified. The Mates were two-thirds the price of the Flying Cloud coupe 2-door sedan and 4-door sedan. REO began production of this car in 1929, but only 8,464 cars were sold from 1929 through 1931.

The car donated to the Museum is in rough condition, but seems to be a complete car with only the gas tank missing. It has some potential as an instructional restoration project or it could be sold as a parts car. Jack Jacobson has indicated that he has another engine that is in very good shape and could be used in the restoration process.

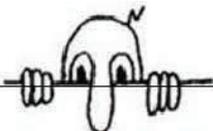
Our thanks to Jack Jacobson.



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Al & Sue Lake—Newsletter Editors
John & Bev Chandler—Distribution



**Donations to the Museum
postmarked by December 31st
may be tax deductible in 2010.**



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Thanks to FedEx for their exemplary service.