

Messenger



Volume 21, Issue 2

EDUCATION IS OUR PURPOSE
www.nwcarandcycle.com

April – June 2023

MUSEUM GETS \$50,000 OPPORTUNITY

Yes folks, \$50,000! That caught your attention, didn't it? We are pleased to announce that two Museum benefactors have come forward with a matching funds pledge. Every dollar you donate between now and October 1 will be matched dollar-for-dollar, up to the amount of \$25,000. This in essence doubles the amount of your donation and is a fantastic kick start to the second story buildout construction project. Be a part of this opportunity. See page 2 for details.



A sunny February day sees the new sign installed. See those beautiful second floor windows? Be part of our matching funds campaign and help the rest of the second floor get finished, for the best view in Powerland!! Photo by Jack Adams.

Speedster Class Thriving (See story, page



Back row: Niko, Dave Mulheron, Teagan, Pat Patterson.
Middle row: Bill Kent, Frank Cunningham, Dillon, Devon, Josh, Doug Cody, Gary Dennis, Arlen Buck. Front row: Don Blain, Logan, Jack Adams

IN THIS ISSUE

Letter from the President	
Matching Funds information	2
Special Donation Thanks	
Lifestyle Corner News	
Busy Day at the Speedster Shop	3
Ferne Hellie Library Update	
Summer Shows Ahead	4
Donation and Membership Form	5
Speedster Program News	
Cherry Blossom and Poker Run	6
Volunteer of the Quarter	
Membership Update	7
Amelia Island Concours d'Elegance	8
The Toy Box	9
Story of '49 Harley-Davidson	10
Calendar of Events	12

Letter from the President

By Ron Smith, President

Greetings, and thank you for all your support at the Museum these last few months. Since the last newsletter, there has been a lot going on. Between membership renewals, a new sign on the building, general clean up, the organization of the south side display and storage room, revamp of the maintenance, file and meeting rooms and store, and the start of the elevator build, it's been very busy at the Museum.

The many committees are meeting regularly, and plans are in full swing for the crazy busy summer season. See calendar for activities.

New this year, we are planning on having six



Wednesday night cruise-ins. They will be on the second and fourth Wednesdays, from 4 pm to 8 pm (no early entry) in June, July, and August. They are free to everyone. There will be a food cart and music, as well as 50/50 raffles, along with a few cruise-in night awards. The Museum will be open for all to enjoy - rain or shine!

We are also looking for more vendors. If you know of anyone interested in being a vendor, please have them contact me.

The plan is to have doors open by May 20 for the Steam Up for Kids. We have lots going on. Remember, it takes a village to make this happen.

Matching Funds Campaign

By Andy Ottolia, Fundraising Chair

Continued from front page

As you know we have one more large capital improvement project left at the Museum. This was envisioned by our founders over 20 years ago. It involves the buildout of the second floor over the entrance of the Museum. The big expense item here is the elevator, and that has just been generously funded by the Nelson Family. The upstairs project will encompass a large conference/theater area, display hall and library area, a warming kitchen, and three large bathrooms.

Help us kick off our fundraising campaign today! Take advantage of this matching funds opportunity so that every dollar you donate will be doubled, up to a maximum of \$25,000. (See donation form page 5).

Behind those second story windows is 6,000 square feet of unused space. Help us finish the second floor and free up valuable display space on the ground level. This is a great opportunity for your donation to count double!

Special thank you to the following donors:

\$1,000 Level

☞ from **Al and Judy Hall**

\$500 Level

☞ for a speedster scholarship from **Heritage Auto & Ag Shows**

☞ from **Tom Ruttan** for AED equipment

☞ from **Ruth Jarmusz** for AED equipment

\$200 Level

☞ from **Michael Clark** of Arizona

Museum Contacts

President

Ron Smith
nwvcmmmpres@gmail.com

Secretary

Neil Beutler
neilbeutler@yahoo.com

Co-Treasurers

Arlene Popelka, (503) 656-4758
popelka12345@msn.com

Ruth Jarmusz, (909) 554-0584
readingsgr8fun@yahoo.com

Docent Coordinator

Doug Nelson, 503-399-0647

Speedster Chair & Education Comm. Chair

Don Blain, 503-585-8078
djblain@msn.com

Maintenance Chair

Gary LeMaster, 503-393-6069
grlemaster@msn.com

Fundraising Chair

Andy Ottolia, 503-873-1185
or 503-851-0816
gosurfhi@gmail.com

Membership Chair

Cindy Smith, 503-931-3028

Display Committee Chair

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

Antique Powerland office

503-393-2424
office@antiquepowerland.com

Webmaster & Facebook Guy

Mark Moore
mark@pdxhistory.com

Newsletter Gal

Laura Nelson
nelsonducks@gmail.com

Lifestyle Corner News

By Joanne Blain. Lifestyles Chair

The summer season is quickly approaching and it is time to think about our displays for 2023.

We have had offers of quilts to display and we will be ready to hang them in April. We will also have a beautiful quilt which we will be raffling off. Be sure to buy your tickets.

We still have room in our display cases for collections that would be of interest to our visitors to the Museum. If you have a collection or vintage clothing that you would be willing to loan to us for the summer, please get in touch with me.

If you are interested in helping set up our area or selling raffle tickets during Museum events please call me or attend our meetings. Contact Information: Joanne Blain, 503-585-8078 or 503-871-0118. Email: djblain@msn.com

Busy day at Speedster Shop

Captions and photos by Andy Ottolia



Willamette Valley Street Rods generously donated funds for this first-class sand blasting cabinet. Don Blain, Speedster program chair looks on.



Students prepare engine to fire up on Model T pickup.

Ferne Hellie Library Takes Shape

By Ruth Jarmusz, Museum Librarian

I have been the Librarian at the Ferne Hellie Library at the NWVCM since June of 2022. I have been organizing the books and magazines. So far, the motorcycle books are in pretty good order and I am now working on sorting through the magazines. I am hoping to find duplicates I can sell in the gift shop to make room to arrange the car books. Unfortunately, I have not been finding many duplicates, so more space is going to be needed unless we can narrow down our collection scope.

This leads me to some questions about the future plans of the library. A determination needs to be made as to the purpose of the library and what the collection should consist of. What years do we want the collection to cover? Do we want to collect books and magazines on domestic as well as foreign cars and motorcycles? What about information on trucks, gas stations, lifestyles and organs? Are we going to consider collecting historical photos, posters, articles, pamphlets and car brochures? Will library items be for use in the Museum, or will we allow them to be checked out? Do we want to include only non-fiction? Do we include children and young adult materials? Since we have the speedster program and will always be repairing autos and motorcycles, I think a good concentration should be on repair manuals and body work. How much more room are we going to need for expansion? Do we eventually want to subscribe to current magazines?

Eventually, I will be assigning a classification number to the items so they can be kept in better order. I want the number to be logical so that anyone can continue the collection should I retire. When Powerland opens back up in May I will visit the onsite libraries for some ideas. Maybe in the future there can be a joint catalog of all materials at Powerland!

Of course, all decisions will need board approval, but if you are interested in helping with these decisions, email me at readingsgr8tfun@yahoo.com



BEFORE



AFTER

Blue Skies and Summer Shows Ahead!

By Alan Eyman, Member WVSR and NWVCM

When you read this issue of *The Messenger*, we will be looking to spring and some warmer weather after a colder-than-average winter. Soon, the garage doors will be open and street rods, collectible beauties of all shapes sizes and years will be on the road making their way to car shows,

cruise-ins, and maybe a summer trip.

We at the WVSR (Willamette Valley Street Rods) are looking forward to this summer's car show (The Carousel), The Corvette Show, The Mustang Show, and all the car events at Northwest Vintage Car and Motorcycle Museum.

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 Ron Smith at 503-931-7879 or nwvcmmmpres@gmail.com

Name _____

Spouse _____

Address _____

City, State, Zip _____

E-mail _____

Phone number(s) _____

_____ **MATCHING FUNDS DONATION** in the amount of \$ _____
(Matching Funds up to \$25,000 available until 10/1/2023)

Membership levels:

- _____ **SPECIAL 3 years for \$100**
- _____ Standard membership, \$40
- _____ 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!*

Speedster Program Update

By Don Blain, Speedster Chair
Photos by Mark Moore

The Speedster Program school season has been progressing well with eight students in attendance. Six of the students have been in the program since September, and we have two new ones from Salem/Keizer.

We have been working on Museum vehicles since January, getting them ready to sell. We are also working on the 1927 Model T Pickup which is coming along nicely.

Gary Dennis is mentoring two students in the machine shop area and doing a very good job. Arlen Buck and one student is working on the 1925 Roadster top.

We always have plenty of work to be done and could use some qualified mentors to round out our program.

If you are interested in becoming a mentor in the Speedster Program or know someone who would like to be a student, you may contact Don Blain at:

503-871-8696 or 503-585-8078 or email: talulatouring@msn.com.

Niko jacking '58 Dodge to remove gas tank.



Pat Patterson and Devon wiring on a Model A Speedster.

Don't miss the 94th annual Cherry Blossom Poker Run on April 15, 2023.

This great event kicks off the spring show season. Sponsored by the Salem Auto Club Council. It begins at 9am at Walery's Pizza in West Salem, with stops at points of interest along our beautiful countryside, and finishes at the NW Vintage Car and Motorcycle Museum at approximately 11 am. On a nice sunny day, over 200 cars participate, and proceeds go to worthy charities. It's a win-win.

So get your Classic out, see your friends, and have a grand time!

Volunteer of the Quarter: Gary Dennis

By Ron Smith and Pat Roby
Photo by Mark Moore

For those of you that don't know Gary, he has been a familiar sight in the Speedster Program this past year. Gary started off his love of cars at the early age of 7, learning how to drive while his father ran the pedals of the big machines in the family's earth moving and construction business, which he went on to help run.

Gary went on to receive both an associate's and bachelor's degree in Diesel Automotive Technology from Oregon Technical Institute, where he has been on the Alumni Board, and is a member of the Golden Eagles "pre 71 grads."

He held many jobs in the automotive field, including managing a Cadillac service department, Regional Service Manager for GM, AC Delco, and General Motors GMC Training Center teaching automotive skills. He was a traveling teacher, going all over the county, teaching skills for many years, even spending a month teaching in Hawaii. His last job was with Freightliner in quality control. He says it was the best job he ever had.

Gary is restoring cars in his spare time during retirement (when not helping run the Speedster Program). He also loves trains and has spent lots of time on the 4449 Train and spends his Friday evenings with friends working on model trains.

His love of trains started as a young boy when he received a Lionel train for Christmas. His father took a photo of him all dressed up in his BSA uniform, holding the train by the tree. Later in life, he would send that photo to Lionel Train during the pandemic, where it was used by Lionel on the cover of the 120-year edition of their catalog.

So next time you see Gary, ask him about his train photo, and if you have extra time, ask him about his first car!



Membership Report

By Cindy Smith, Membership Chair

This is my first report as membership coordinator, and I want to thank everyone for their patience and consideration as I got renewal letters and emails sent out to everyone last fall. It feels like we had a pretty good response, as well as additional donations. The stream of renewals is slowing, but I hope that as the summer season approaches, we will get even more renewals, as well as new members. Let's keep the momentum going!

ACTIVE MEMBERS:

152

CLUB MEMBERSHIPS:

19

The Amelia Island Concours d'Elegance

Story and photos by Andy Ottolia, Car Show Travel Writer

The first week of March when you have had it with the cold and rain of the Northwest, there's a beautiful historic island with white sand beaches and tropical weather in the 80s that's calling you. Put this together with a car show that since 1996 has become among the top five in the world, and you have the recipe for a car lover's dream. The island is an hour north of Jacksonville, Florida.

For four days, Thursday to Sunday, the island is invaded by automotive enthusiasts from all over the US and the world to take in the varied festivities. There was so much going on, one had to wisely pick where to go and what to see. There is never enough time. To start off, the three big automotive auction houses were there. Just viewing their portfolios of multi-million dollar cars for sale would blow you away, and take a whole day to experience. The bidding was exciting to see and prices were astronomical. \$180 million in sales, with \$455,000 the average price per car sold,



Gorgeous 1935 Pegase, by Amilcar.

On Friday, the Porsche Driving Experience offered participants autocross using the latest Porsche models at the local airport. Accompanied by a driver, you took the car down the runway to test its speed (170 mph), and then the autocross course to test its impressive handling. You left the venue ready to put a deposit on a new Porsche.

Saturday saw three shows in one, with over 500 cars present. Each was on a different fairway of the Ritz Carlton golf course, so the settings were magnificent.

RADwood, which focuses on lifestyle and cars of the 80's and 90's, is an attempt to attract the younger generations of 30- to 50-year-olds. It's alive and was



Here's the GM concept car for the 1955 Corvette. Scrapped by GM but somehow it survived and was recently discovered in Oregon. Valuable barn finds are still out there!

so you can imagine the quality here. There were many automotive vendors, automobilia, and new product booths. Road tours of the island using vintage cars was offered free to visitors.

NASCAR legend Jeff Gordon was the honoree of the festival, doing seminars and showing historic movies of his greatest moments.



For sexiest bodies, the French were over the top.



The Le Mans winning Jaguars of the 50s. The public could walk around these very valuable 15 million dollar vehicles.

very well attended. I spoke to the founder, and he mentioned they will be coming to the Pacific Northwest next year.

Cars and Community took up another fairway with everything from classics to exotics in an unjudged relaxed setting. Over 350 cars showed up, with everything under the sun, including customs and resto-mods. A collection of 15 Mustang GT 350s from 1965-6; were there.

Concours d'Lemons celebrating the oddball, mundane and truly awful cars is always a crowd favorite. The strangest, rustiest pile of junk takes the highest honors. 50 derelict cars came.

But the crown jewel was the Concours d'Elegance on Sunday. What a show! 250 of the rarest and most significant automobiles from important collections. Among the impressive cars were 4 Le Mans winning race cars. The C and D type Jaguars that won in the 1950s, and two Ferraris, a 250 LM and 250P that

America's greatest car, the 1930's Duesenbergs were there, all six of them.



won in 1963 and 64, just before the Ford GT 40's began winning in 1966. (Ford vs Ferrari movie). I have never seen six 1930's Duesenbergs in a row, or 15 classic Rolls Royce's from the 1920s and 30s in one display. Many exotic and rare one-of-a-kind vehicles including prototypes and GM Motorama show cars were present. A gearhead's dream venue. Don't miss next year's show. Get out of the rain and celebrate our hobby to the max at Amelia Island car week in 2024.

The Toy Box

By Chip Hellie



Here lies the mortal remains of a Turner Packard Roadster. Tree growing through the grille. Bad accident is evidenced by the bent steering wheel. Hope the driver was OK.

Turner started making toys in Wapakoneta Ohio around 1915. They are remembered for their large, pressed steel toys with worthless friction motors that weren't up to propelling such a large toy. Large isn't an understatement. This Packard is around 26 inches long! Rather rare toy. They also made a Lincoln sedan of the same size that at one time could bring as much as \$10,000!

My Old "49" Harley Davidson

A short history of how I became a motorcyclist and my first motorcycle

By Bill Glenn, transcribed and edited by Tom Ruttan

When I was 16 years old, I rode my first motorcycle, a 45 cubic inch Harley Davidson belonging to Ernie Edwards, a neighbor. I was thrilled, excited and a little scared when he offered to let me ride it. In exchange I would let him ride my Whizzer motorbike. Sounded like a fair deal to me, so I hopped on Ernie's H-D and went for a short ride. That short ride was so much fun and thrilling that I knew I was hooked on motorcycles. I liked that feel of power on the rear wheel; at least it felt powerful to me as a neophyte.

I wanted a motorcycle very badly, but was only between my junior and senior high school years, broke flatter than a depression era pancake, and there wasn't a wealthy benefactor in sight. I was left to bum rides from other motorcyclists: Frank Lake, LeRoy Lake and, of course, Ernie. All I could do was dream, dream, and dream some more, visit motorcycle shops and read ads. I knew once high school was over I would get a job, save my money, and buy a motorcycle (what a change nowadays, youngsters' parents make sure they have a car the day they turn 16 years old). One thing I know, if you work for it, you appreciate and value your wheels more.

Immediately after graduating from high school in 1950, I went to work on a U.S. Government cadastral survey party (cadastral surveys create, define, mark, and re-establish the boundaries and subdivisions of the public lands of the United States). I worked all summer and part of the fall, saving virtually all my money.

With the field season over, I could take my money, buy a motorcycle, ride and smile as I twisted the throttle. I thought more about motorcycles than girls; of course, girls are very nice and can be very thrilling. A good life would include both.



Bill's first ride on "Old 49" in 28 years

What kind of motorcycle would I buy? I was thinking BSA, an English motorcycle with a 30-50 engine. 30-50 stands for 30.50 cubic inches, or 500cc's.

In November of 1950, after being home a few days from my surveying experience, LeRoy Lake rode his 1949 Harley Davidson over to the "Glenn stump ranch" to talk with me. He knew he was about to be drafted into the army and asked if I wanted to buy his H-D. I said "yes" immediately. I knew this bike very well. I ran around with the Lake boys, so he knew I had a pocket full of money and was in the market for a ride. It could be mine for \$250, which meant I would have money left over. Good deal!

In the spring of 1949, Melvin Philips, a neighbor living on Penn Road, got out of the army with six crisp \$100 bills in his hand. He wanted a motorcycle, so he went down to the Harley Davidson shop at 13th and Franklin owned by Wob Purcell. There he purchased a new 1949 shiny black Harley Davidson with a 45 cubic inch engine (750 cc's), vehicle identification number 49WL**** for a little more than \$600. It was around \$625 as I remember.

Melvin rode the H-D until that day during the summer of 1950 (I was working away from home so don't know the exact day) when he spilled in the gravel



Bill Glenn fueling up the "Old 49" for the first start in 28 years.

road near the Deedon place on what is now Highway 126. The bike was barely scratched, and Melvin was only skinned up a little. He pushed the H-D to Deedon's barn where he parked it, and there it stayed for a while.

Mr. Deedon was LeRoy Lake's grandfather, so it did not take long for LeRoy to find out the H-D was in the barn, as he lived about a mile from his grandparents. LeRoy went to Melvin's and asked if he wanted to sell the H-D. The answer was "yes". So, in the summer of 1950, LeRoy paid \$250 and the H-D was his. It was his until November 1950 when it became mine (yes Melvin lost some money on the deal).

My first two years out of high school were without a car, so I rode the H-D year-round; rain, snow and sun. Then I bought a car, so didn't ride much in the winter. I rode my "45" H-D continually until June of 1980, when the engine leaked oil (not a problem I later found out). By 1980 I was an avid off-road rider, so the H-D sat and sat and sat. Dirt riding was challenging and fun with plenty of thrills and a few spills to keep the adrenaline flowing.

Meantime, every time I was in the garage, I looked at the neglected "49" and wondered if it would ever run again. It was entirely up to me. But before I tried to start it, I wanted to completely go through, clean all the dust and grease from it and replace all the parts that showed more than a small amount of wear. So, I started the process on January 8, 1997, and finished April 12, 2008. Some months went by without any progress, but in 2003, I finally got more serious, and didn't have many big layoffs.

Even after I was through working on the "49" and the big day arrived, I wondered if it would ever run. It simply would not start. I kept checking to see if I had overlooked some small detail, but could not find anything wrong. I tried to start it on several days and did not get any response that sounded like it wanted to run. So, I bought some starter fluid and squirted some into the carburetor and kicked a few times. To my surprise, the engine came out of its 28-year sleep and roared to life. I was so surprised, I had a look of astonishment on my face instead of a big smile. Unbelievable!

I now start it up every so often for a short ride and think back to that day over 60 years ago when I bought this H-D, my first motorcycle. Lots of memories.

Jeanne (Bill's wife) didn't think she would ever hear it belt out that good Harley sound, but now she has. She was as happy to have it running, as me.

This Harley is stock, except for the muffler which I replaced with a chrome plated after-market model.

William W. Glenn (January 18, 2011)

Editor's note:

This 1949 Harley Davidson WL was recently donated to our museum by Bill's wife Jeanne Glenn, in honor of Bill and to fulfill his request to have it donated to our museum along with a 1977 Yamaha TT500 (no doubt from Bill's dirt bike riding days!). This Harley Davidson was delivered to us in the same condition as Bill described in this story.

We want to thank Jeanne for these wonderful donations, as well as the story and history behind it. We plan to display them for everyone to enjoy.



"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

April 6	First speedster class of spring term
April 20	Board/Member meeting 2-4 pm at Nelson Building
April 15	Cherry Blossom Run 8 am - 2 pm
April 15-16	Deadline for storage cars to move out of main building
May 18	Board/Member meeting 2-4 pm at Nelson Building
May 20-21	Museum open
May 27-28	Museum open
May 20	Steam Up for Kids at Nelson Building
June 11	Willamette Valley Street Rods Picnic 1-6 pm
June 15	Board/Member Meeting 2-4 pm at Nelson Building
June 3-4	Museum open
June 10-11	Museum open
June 24-25	Museum open
June 14	Night at the Museum Cruise-in 4-8 pm
June 28	Night at the Museum Cruise-in 4-8 pm

Each Thursday of the week
speedster class meets at
Museum Garage 9am - 3pm

A full calendar can be see at
www.nwcarandcycle.com

WEEKLY WORK DAYS are Thursdays from 9 - 2. Everyone is welcome to come help.
MEMBER/BOARD MEETINGS are the 3rd Thursday of each month, 2 pm at the Nelson Exhibit Hall.
Everyone is welcome!