



## MESSAGE FROM THE PRESIDENT

By Mike Bostwick

**W**hat a year it has been! The Exhibit Hall has been open on weekends since May and the Steam-Up weekends were a good time for the Museum. We had 8,000 people come through the door to see what we have done. Everyone we talked to was very positive and impressed with our accomplishments.

I wish to thank Don Feller for all

his hard work in setting up the docent program and all the docents that worked on the weekends this year. It was a real experience to be a docent, talking to people about the cars and bikes and the museum programs. Think about being a docent next year.

This year the High School Kids Car Show and the Swap Meet & Car Show were on the same day in

July and it went off very well as a joint adventure. The committee will be starting to work on next year's event (July 8, 2012) soon, so if you are interested helping with the event please contact Don Petersen at 503-246-6939.

The existing committees are working hard for you. The Education Committee has worked hard to find and develop

*Continued on page 2*



*Thunder Road plays at Salem's only drive-in theater, thanks to some creative work by Museum member Mike Bade.*

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## Tour of Air & Space Museum...RSVP!

By Ray Hansen

**T**he NWVC&MM has scheduled a tour of the Aviation and Space Museum on Saturday, November 12 at 10 AM in McMinnville. We have made arrangements for group rates for entrance into the two Museums. The cost for the two Museums will be \$14 for Seniors, or \$16 for those under 62 years old. To get this group rate we need at least 15 people to attend.

The Museum houses more than 150 historic aircraft, vehicles and exhibits, including rare warbirds, aerobatic planes, gliders, art displays, cafes, gift stores and visible restoration stations. It offers opportunities to step inside the Titan II missile silo and the

Spruce Goose cargo deck, and offers docents to share personal stories about the aircraft and spacecraft.

As we will be recognized as a group from the NWVC&MM, we have tour guides provided for us in each museum. You are welcome to drive your antique vehicle or not. Parking will be provided for antique vehicles in a special area. You can meet us in McMinnville, or meet at the Museum at 9:00 AM and go in a caravan from there.

As we do need at least 15 people, please let Doug Nelson (503-399-0647), or Ray Hansen (503-393-4228) know if you can attend.

## Second Orphan Car Show a Success

By Doug Nelson

**A** joint venture between the Museum and the Studebaker Drivers' Club was held on our show field in June. The 20+ cars were a preview to the great potential for the dozens of brands included in the "Orphans."

The definition of an "Orphan" is a car or motorcycle no longer manufactured, even though the parent company may or may not be still in existence. An example could be Oldsmobile. General Motors has quit producing the Olds, but still makes other cars.

Next year's Orphan Car Show will be held in June, 2012.

### Message From The President, continued from Page 1 .....

programs to educate and inform members and non-members. The Speedster Group has helped students build two speedsters and started on a third. The mentors are doing a great job and appreciated by the students and their families — thank you! The Construction Committee has started on the next phase, the front part of the building, a 60' X 100' with two floors, which will complete the building, but there will be a lot of finish work.

Is it time for you to become one of the small group of members that are working very hard for all of us? Let's make it a large group! I would like to thank all of them for their hard work and dedication to the Museum. *The meetings are the third Wednesday of the month at 6:30*

*PM in the Texaco Station at Powerland, and everyone is welcome to attend.* Please try to come, the more members that get involved the easier it is for everyone.

Throughout the year the Museum needs all kinds of help on all kinds for projects and we will be expanding the number of committees we will need to operate the Museum. The new Finance, Vehicle Donation, Merchandising and Publicity & Social Networking Committees will meet monthly, others only once or twice a year. Please think about how you can get involved and help the Museum grow and improve for you and the community.

The Museum Board Officers are up for election and the positions are open, so if you are interested

please give me a call. This year the Secretary position is an important one that needs filling.

The Museum is you and your friends, and what the Museum becomes in the future is up to you and your friends and the effort you all are willing to put in to it. Come to Powerland and go back to the Museum at the Texaco sign to see what has happened so far, or just look on the web site, [www.carandcyclemuseum.org](http://www.carandcyclemuseum.org) for the latest information on the Museum.

Thank you for being a member and supporting the Museum. If you have any question or comments for me or the board please call or email.

President Mike Bostwick  
503-245-5444

## Paver Stone Alert: We Need You

By Ed Weber

**W**e need about 15 folks to step up and purchase paver stones within the next couple of weeks. If you were planning on getting a stone or stones, **now is the time**. We need these extra stones to complete an engraving order that could take place in early October. If we wait too long, the rains will set in and interfere with the engraving operations.

Many of you can remember last year. We had a big order ready for fall engraving and the rains set in early and those folks had to wait until June of this year before their stones were dry enough to be properly engraved.



*Doug Nelson's grandson Henry proudly points to his paver stone.*

Call John Chandler at 503-371-1852 or Ed Weber at 503-390-3804 and get your information to them **soon**.

## Ladies of the Museum

By Rosemary Bostwick and Joanne Blain

**A** few of the ladies of the museum got together and put together a display of clothing for the Steam-Up to help to represent them to all our visitors. We also had a quilt donated to us to raffle off for a fundraiser and to become what we hope to make an annual event at the museum. This year Joanne Blain donated the quilt. The quilt raffle and craft sale which, we are proud to say, earned a total of \$876 for the Museum. We had several people who contributed items for sale with 30% of the sales going to the Museum. The winner of the quilt was Roger Leek, who was very pleased.

We are also planning to start a quilting group at the museum to make our own quilt to be raffled off at next year's Steam-Up. If you would like to join us in this project please call Rosemary Bostwick (503-245-5444). We meet on the 3<sup>rd</sup> Wednesday of each month at 6:30 PM.

A special thank you goes out to everyone who volunteered their time and talents so that we could be a part of making our Museum bigger and better.

## Studebaker Sign Needs a Lift...Literally!

By Doug Nelson

**O**ur extra-large neon Studebaker sign is a big attraction in the display building. It originally hung on a dealership in The Dalles. Now it currently rests on a wheeled dolly at floor level. However, it would be much more attractive permanently mounted 15-18 ft. up on the inside east wall. The bids to have it professionally mounted by a sign company are in the \$1200 range. We currently do not have the funds to do the mounting. The display committee is looking for help to get this done. After passing the hat at the September board meeting, \$102 was raised.



If each member would send \$5 or \$10 (or more) to the museum for this single purpose, we could easily get it up where it belongs by next season. Thanks for considering to support the sign. The sooner the funds come in, the sooner it goes up.

Thanks in advance. Checks should be made out to: NWVC&MM

Send to: Studebaker Sign, c/o NWVC&MM, P.O. Box 15, Salem, OR, 97308



## The "T" Speedster Program Keeps On Giving

By Doug Nelson

The mentors of the speedster program are looking forward to working on "T" Speedster #3 this fall with a new group of kids from Roberts High School. A grant application for \$5,000 has been submitted to the Collectors Foundation of Transen City, Michigan to purchase parts and supplies for the upcoming year.

Plans are in the works to sell Speedster #2 next year. The proceeds will be put back into the program for future support. The plan is to build a new vehicle each year and sell the previous year's car to keep the program funded.

The museum is always open for the donation of Model A and Model T Ford parts for current and future projects. Donations of cars, parts and money are always welcome and may provide a tax benefit to the donor.

If you would like to be a mentor in the "T" program, Don Blain would like to visit with you. You need not be an expert "T" mechanic. More important is your desire to help these young people learn skills like mechanics, woodworking, painting, team work and good workplace habits. The mentors truly get as much out of it as the kids. Please contact Don Blain at 503-585-8075 to help!



**LEARNING TO RESTORE  
OLD CARS HELPED  
RESTORE HIS SENSE  
OF PURPOSE.**

*"I wish I could thank them 1,000 times."  
- Jesse Robinson, Portland, Ore.*

THE COLLECTORS FOUNDATION AWARDS GRANTS AND SCHOLARSHIPS  
TO YOUNG PEOPLE INTERESTED IN AUTOMOTIVE RESTORATION.

And many times, those dollars not only advance skills that benefit the collector hobby, they also give kids a path to success that otherwise wouldn't be available. That's what helped Jesse go from potential dropout to high school graduate, and start his adult life with a valuable trade, too. And that's how donations to the Collectors Foundation help a lot more than historic cars. Please donate today.

**Collectors Foundation**  
Preserve the past. Build the future.  
[www.collectorsfoundation.org](http://www.collectorsfoundation.org)

**Jesse Robinson** knows how to make the most of an opportunity. A recent graduate of our Model T Speedster Program and Roberts High School, Jesse has gone on to school at Chemeketa Community College. A successful internship at Salem Automotive Machine Co. has led to a regular job there.

Because of his experience with the program, this spring he was interviewed by the Collectors Foundation. The interview was taped and currently appears as a YOU TUBE interview on the Foundation's website at: [www.collectorsfoundation.org](http://www.collectorsfoundation.org). Click on the video button at the bottom of their home page.

Recently, a request was made by the Foundation to use his image in one of their national advertisements (shown above).

Watch for more successes for Jesse and our speedster program!

## Steam Car at the Steam-Up

By Doug Nelson



**T**he 1918 Stanley touring car was a big hit at this summer's Steam-Up. Eric Gleeson of The Dalles is a member of the museum and owner of this mostly original steam car. Eric gave rides and generally was available during the show to demonstrate his rare and unique vehicle.

Commonly called a "Stanley Steamer," the official name was "Stanley Car." Check out the interesting history of the Stanley in your favorite reference.

## Museum Offers LivePostcard.com

By Doug Nelson

**O**ur museum is taking the lead on a new program of benefit to visitors to Powerland.

■ A Salem company owned by Kevin Roudebush has put together a unique program using a digital camera and the internet. When a visitor comes to the Museum, one of our hosts takes their picture and saves it to a card. When the visitor goes home, they can email this picture to friends and relatives. The picture is put on a template that describes the museum and has links to other attractions. It does not cost us anything, in fact, if we do enough volume, we may actually make some money.

The main benefit to the Museum is the exposure gained when visitors spread the word with the photo. It is another example of the "social" media that is becoming a major way of communicating in this 21<sup>st</sup> century.

We have already had positive feedback on this program from visitors.

## Bridgetown Big Band Plays at Steam-Up

By Tom Ruttan

**T**he Bridgetown Big Band performed for the Great Oregon Steam-Up on Saturday morning, August 20<sup>th</sup>, in front of the NWVC&MM exhibit hall. The 18-piece band provided 2 hours of great big band music that was a hit with the Steam-Up crowd. In addition to that great "big band sound," the band features vocal and instrumental soloists that are a pure pleasure to listen to. The group does performance show tunes as well as dance tunes for those who love to swing.

The band's musical repertoire consists of a variety of music including hits from Ella Fitzgerald, Duke Ellington, arranger Sammy Nestico, and more recent jazz arrangements.

The Bridgetown Big Band music suits many tastes and venues such as benefits, music series, festivals, fund raisers, corporate events, and indoor or outdoor performances.

This is the 3<sup>rd</sup> year that the band has performed for the museum and the Steam-Up.

The band's website is:  
[www.bridgetownbigband.com](http://www.bridgetownbigband.com)

## The Jensen Interceptor — A Fundraiser

By Doug Nelson

**A** 1971 Jensen Interceptor has been donated to the museum by an anonymous party. It will be available for purchase in the future. Look it up and see if you might be in love. The proceeds will go to fund the Museum.

Now is a good time to keep in mind that the museum is a 501c3 non-profit organization. Cars exceeding \$500 must be appraised for value in order for the owner to use it for a tax donation.

The Museum may elect to display, store or sell the vehicle. Proceeds can be used to fund operations, go toward the building fund or be placed in the endowment fund. The vehicle is then put back into circulation and hopefully the new owner will participate in the activities of the museum. Other items of value, such as coins, antique collections, etc. may also be appropriate for fundraising.



*The future sale of this donated Jensen Interceptor will benefit the museum.*

## Thank You to our Dedicated Docents

By Doug Nelson

**T**his goes out to all who served as docents (hosts) for our museum this summer. We had lots of fun, learned some new things and made many new friends, both among the troops and visitors.

The lesson that stands out is that docents need to find a way to engage the visitor. Some docents asked where the visitors were from, or how they found out about the museum. Others wondered what vehicle they liked best. We are now in the "Show" business — a certain glamour is rubbing off on our workers. Our visitors recognized your effort and were appreciative. Being open on

weekends was a big plus for Powerland and the Museum.

The following members did docent duty one or more times this summer:

Don Feller, Docent Chairman; Bert and Lucy Harrison, Eric Olson and Marylyn Kongsle, Niles Olson, Frank Smith, Mike Bell, Ray Hansen, Mike and Mary Bostwick, Ron and Ann Sowerby, Marty Boehme, Neil Beutler, Jerry and Sandy Grulkey, Roy Asbahr, Dale Poteet, Don and Joanne Blaine, Ron and Lou Rawlings, Steven and Connie Miller, Gene Walker, Bud Wright, Karyn Phau, Craig Hannum, Ed and Mary Webber, Doug Nelson, Andy

Voytilla, Dean McKnight, Gene Jacobs, Mike Bade, John and Bev Chandler, Tom Kneeland, Don Petersen, Rusty Medearis, Bill Barnell, Roger White, Ken and Jean Dietrich, Bill Hellie, Jim Comfort, Tom Ruttan, Arnie and Linda Anderson, Bob and Elaine Hickman, Brice Fortier, Mike Ricks, Steve Zielinski, Dave Ricks, Jean Winsor, Tony Vassallo, Dennis Gilman, Lee Franklin, Dave Mulhern, Burt Edwards and Marshall Nelson. Our apologies to anyone not recognized.

You now have officially one year under your collective belts.



## Spring Social Planned for April

By Doug Nelson

The Board is planning a repeat of the popular membership potluck in the main museum building this April. It is a kick in the can of the summer show season!

Here's an opportunity to gather and get to know your fellow museum members and share plans and goals for the future. FOOD & FELLOWSHIP ~ a winning team for 2012!

## Winter Storage Now Available

By Doug Nelson

A timely benefit of your membership is dry, secure storage for your vehicle, in our main display building. The rental, at \$50.00 per month, is below market rates. Your car must stay in storage until May 1, 2012.

Last year's renters found many reasons to use this membership privilege — the most popular was to free an indoor space at home for use.

We already have four reservations for October 1, 2011 to April 30, 2012. To save your space, call Doug Nelson at 503-399-0647.

## Rose City "T" Club Makes Long-Term Loan to Museum

By Bob Rankin, Editor, Rose City Model T Club

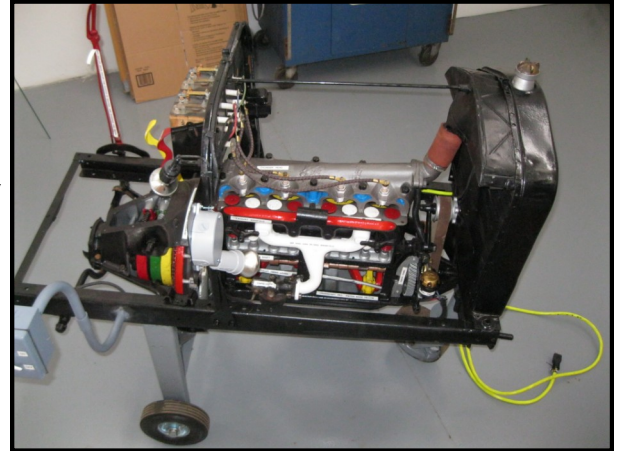
The year was 1971, and the Portland Swap Meet and Car Show, to be held March 13 & 14, had requested clubs to provide a display about each of their clubs. Rose City Model T Club, at their March 4 business meeting, was scrambling to come up with a unique idea.

John Watts, a club member since 1965, farmer and inventor, with a very unique shop, offered to pursue, with help, a very "unique" idea: a Model T Engine cut away to show and depict the internal workings.

The following members showed up to assist and do the hard work: John Watts, Clyde Keller, John Angstrom, Chuck Kroll, Ralph Mannthey, Bonner Robinson, Don Petersen, Irv Peterson, Rusty Medearis, Gordon Luce, Wes Gates and Harold Johnson.

Work on the first day was to cut away the head and other openings to see the internal operation, and someone came up with the idea of lights and color scheme. It was to be operated by a small electric motor. An engine stand was needed as well. (Roller wheels did not last the whole 40 years). They did all the hack sawing the first day, each guy taking turns and surprisingly made a very straight cut through the head (even John was amazed, he kind of stood back and offered moral support).

The next day they reassembled



all the parts, having waited for the paint to dry overnight.

The engine came from Gordon Luce's '19 Model T Touring, seems the middle main web had cracked and he needed a new engine. I don't know, nor did John, if the engine was from a '21 or not. It wouldn't be unusual for such a thing to have happened over the years.

Each club's display was to be "judged" that year, 1971, to reward the best effort. The judges declined from giving First Place to Rose City Model T Club because in their judgment, this cut-away was done by some professional and not by the members, so we were awarded Second Place. Some of the other clubs expressed their feelings later that an injustice had been done.

Editor's note: Never discount what a Model T enthusiast can do or know how to do, we do love our hobby and Henry's gift to the automotive World.

The cut-away engine is now on display in the Museum.

# *The Tale of Two Triumphs*

In a "Triumph"ant twist of fate, members offer two wonderful tales of two-wheeled beauties.

## A Triumph To Remember

By Bjorn Klingenberg

I am sure you have all had the experience of wanting a vehicle real badly but were unable to produce the funds needed to purchase one. Perhaps you succeeded in acquiring one much later in life when money was less scarce.

So it was for me in the college years. Of all the motorcycles in existence there was only one that counted, a light metallic blue, Triumph Tiger 100 with headlight nacelle. I can't tell you how many times I showed up at the Triumph dealer in Copenhagen and soaked them in. A friend of mine got himself one and I hated him for it. How could he when I couldn't? There I was with my measly 250cc two-stroker as he roared by me with that sweet sound that only a Triumph 500cc, vertical, 360-degree twin with aluminum barrels

could produce.

Fortunately, life soon separated us and I managed to forget this abuse of my mind and dream, in exchange of work, women and marriage and that kind of stuff.

Then, much later in life, not long after moving to Oregon, I came across one by chance in 1988, a 1956 model, the real thing and running, but otherwise in miserable condition. I managed to tear it from its owner at the price of \$600. I probably would have paid more, but managed to conceal my resources (I hope he doesn't read this).

The bike had proper British license plates and registration stickers and it turned out that it had originally been exported from England to Malaysia. It saw hard labor there in the state of Selangor Darul Ehsan for many years until a fellow in the

Peace Corps bought it and rode it on location for several more years and then decided to bring it back with him to the US when his term was over. After a short possession here he sold it and I bought it.

Now, its condition was lousy. It was hand brushed some kind of beige color and everything was worn down to the core. The meat hammer pattern on the brake pedal had almost vanished from hard use of the brake. But remarkably, all the pieces were there, nothing was missing.

I eventually started the restoration and after what now seems an eternity it was done to its original factory appearance and mechanical soundness in 1997. You may have seen a photo of it in the previous issue of the Museum promotional flyer.

I ride it around the block once in a while thinking of the old days, but it will never see the kind of use it saw in the early part of its life in Malaysia. I wish my old friend in Copenhagen could see me now. I bet he has long separated from his Tiger. On the other hand, while not riding it much, I look at it a lot and take great satisfaction from it as an art object. It occupies a prominent site in my workshop as can be seen in the photo. 🍷





## The Honeymoon Triumph

By Tom Ruttan

**W**hen most people think of Triumph motorcycles, 1960's & 70's Bonneville's, Tigers and Thunderbirds come to mind. The late 60's Triumphs were the symbol of the British motorcycle industry at its peak of popularity and manufacturing greatness, just before the bubble burst and the Japanese started dominating the motorcycle marketplace.

This is the story of one Triumph that represented the beginning of this line of modern era (that is, modern through circa 1970's) that was the most popular British motorcycle of its time.

### **The Chase**

The year was 1987 and I had been looking for a pre-war Triumph twin for some time. These models represented some of the rarest Triumphs in the hobby, and the most collectable and desirable bikes a serious Triumph collector could want. I attended the annual vintage motorcycle swap meet and bike show in Tsawwassen, British Columbia that year, and saw a postcard advertising a 1940 Triumph Speed Twin for sale by one of the swap meet vendors. That person turned out to be Ray Tolman, a school teacher from Osoyoos, B.C. who was selling some of his bike collection. Ray did not have the bike at the swap meet so after some additional discussion and pictures of the bike, I was interested enough to agree to visit Ray a couple of weeks later to see the bike first hand.

The bike turned out to be a 10-year-old restoration in good shape with nearly all the correct, hard to



find parts in place. Ray was the 3<sup>rd</sup> owner, having bought it from Peter Clegg of Vancouver B.C., who had done the restoration. I was very pleased with the Speed Twin and the price was reasonable, so we made a deal. I trailered the pre-war beauty back to Oregon with a stop at the U.S. border to do the dance with the Border Patrol, secure the proper import papers, and make a contribution to the U.S. Treasury with some import tariffs.

### **The First Chase**

Ray was the 3<sup>rd</sup> owner of this bike. But the story of this bike before Ray's ownership makes this bike even more special.

Peter Clegg, who sold the Speed Twin to Ray, had his eye on this machine many years before he took possession and did the restoration.

Sometime in the early 70's, Peter started to notice this old, rusty Triumph leaning against a fencepost in a yard in Vancouver along a route he drove pretty regularly. Being an old bike nut and eternal optimist (as many of us vintage bike

crazies are) he stopped one day to inquire about the bike with the hopes that he could find the owner and strike a quick deal to take this lovely rust bucket home. This is how he met Arthur Colquhoun, the owner of house and the bike in question. Of course Arthur had no intention of selling the bike and, in fact, said that he intended to restore the machine "someday" (how many times have we all heard that?). Peter was quite disappointed but persisted in dropping by once in a while to test the waters, get to know Arthur and learn the story of this Triumph.

### **The Honeymoon Triumph**

Arthur bought the Speed Twin from Deeley's Motorcycle Shop in Vancouver brand new in 1940. Many of you are aware of Deeley's, since it is a large Harley Davidson dealer with a very impressive vintage motorcycle museum attached to the dealership. Back in 1940 they were also the Western Canadian distributor for Triumph as well as a dealer.

*Continued on page 10*

**The Honeymoon Triumph, continued from page 9 .....**

Arthur special ordered this bike with the road touring options which included valenced fenders, a 19" front wheel (instead of the standard 20") and a passenger pillion seat on the rear fender. Peter learned later that this is a very rare option package that made the bike even more unique and valuable. Why did Arthur order the road touring option? Well, he just got married, and he and his new bride intended to ride down to Oregon for their honeymoon. Think how brave and hardy (fool hardy?) his new bride was to agree to ride about 1200 miles on a small pillion seat on the back of a rigid frame Triumph. They don't make gals like that anymore!

Arthur and his bride indeed rode the Triumph to Oregon and back and as near as Peter or anyone else could tell it was a successful journey because Arthur was married to the same woman all those many years later when Peter was actively courting Arthur for ownership of his Honeymoon Triumph.

When Arthur and his sturdy bride returned home from the trip, he leaned the bike against a fencepost and there it sat for the next 38 years while Arthur went off to World War II and returned to a job and family that kept him away from his trusty Triumph for all those years. This is how Peter found it in the 70's; complete and original, but very rusty.

**The Deal**

Peter got to know Arthur and his wife pretty well over the next few years, so when Arthur died in 1978, his wife called to offer Peter the bike. In some ways, it was an easy restoration since it was very complete and original with relatively low miles on it, but was quite challenging since it had sat out in the British Columbia weather all those years. Peter was able to salvage all the rusty parts and bring the bike back to life, both cosmetically and functionally. As a testament to his restoration skills, the bike has performed reliably and still turns heads in the 24 years I

have owned it.

**The Final Word**

Since I bought the bike from Ray in 1987, it has been the crown jewel of my collection. I have had fun taking it to various shows where it picked up various honors such as the Best British Bike award at the 1988 VME Isle of Vashon meet, People's Choice award at the 1989 OVM spring meet in Corvallis and recently runner up for Best of Show at the 2008 All British Field Meet in Portland. I feel privileged to own this pre-war Triumph, enjoy looking at its classic lines and riding in many of the vintage motorcycle club events in the Portland area. Since this is an older restoration, it has a few scrapes and dings from years of use, so would not do well in concourse judging events. Maybe that is why I enjoy this bike so much; I don't have to worry about taking it out and using it for what it was designed for: riding it on the road and having fun. 

**Guide to NWVC&MM Contacts...We're Here to Serve!**

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**Education Committee Chair:** Ray Hansen  
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## The Automotive Mascot

By Chip Hellie

**F**or Halloween I offer up this unusual mascot featuring a witch standing on a roulette wheel. It was sold as the "Roulette Mascot." Apparently the wheel below the witch figure spins from the forward motion of the vehicle and when you stop the witches staff will point on a "lucky" number. It was said to be "highly entertaining" to yourself and friends and you will be delighted.

This example circa 1920, however they were produced as early as 1912.

*Used with kind permission from the book, "The Automotive Mascot: A Design in Motion, Volume 1" by James R. Colwill.*

## The Toy Box: 1932 Alfa Romeo

By Chip Hellie

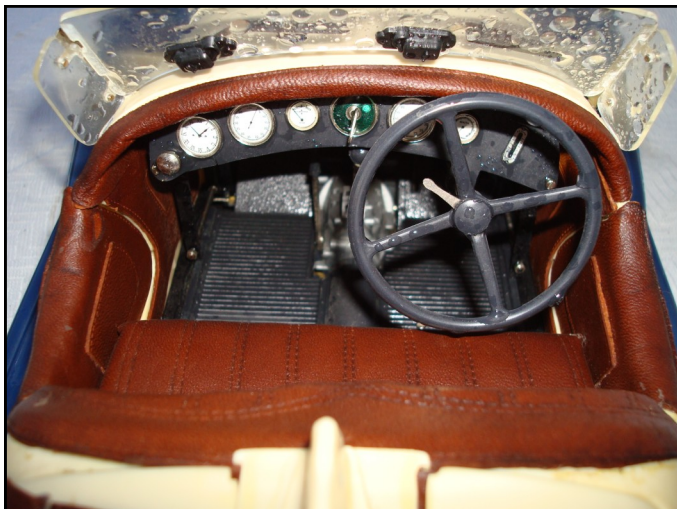
**T**he 1932 Alfa Romeo 8C2300 Spider is one of the most fantastic and valuable cars ever produced.

Just to think I actually had one of these, albeit shortly, back in the 80's. We all have (or have heard) the "I should have kept that car" stories. This is one I really should have kept. I could buy a house, fill the garage with new German sports touring cars, finish the Museum for us and still have a few bucks left over!

Equally fantastic is this really special model of the Alfa. It is made by Pocher in Italy. It is so detailed that



*From the Chip Hellie collection*



*From the Chip Hellie collection*

you can turn the hand crank and the engine turns over. Crank, rods, pistons, camshafts and all!

Turn the key on the dash and pull on the lights!

It has real leather upholstery and real wire wheels. Every spoke is genuine with threaded nipples on the ends. All built up with hub and rim.

The brakes actually work, too. Open the door and push the pedal down! The car steers like other models but this one has a real steering box with drag links and tie rods. Shocks function, too. Now if I could just make it grow 8 times bigger I could probably get in and drive it away!



# MARK YOUR CALENDARS

## October — December 2011 Meeting and Tour Schedule:

October 19	Board/Member Meeting 6:30 PM, Texaco Station
October 20	Display Committee Meeting 6:30 PM, Texaco Station
November 4	Education Committee Meeting 12:00 PM, Chalet Restaurant
<b>November 12</b>	<b>Evergreen Museum Tour 10:00 a.m.</b> <b>(9:00 a.m. convoy from the NWVC&amp;MM)</b> <b>**SEE DETAILS ON PAGE 2 AND RSVP RIGHT AWAY!!**</b>
November 16	Board/Member Meeting 6:30 PM, Texaco Station
November 17	Display Committee Meeting 6:30 PM, Texaco Station
December 15	Display Committee Meeting 6:30 PM, Texaco Station
<b>December 21</b>	<b>NO Board Meeting</b>

MEMBER/BOARD MEETINGS are the 3<sup>rd</sup> Wed. of each month, 6:30 PM at the Texaco Service Station on the Powerland grounds. Everyone is welcome!

"EDUCATION IS OUR PURPOSE"

P.O. Box 15 • Salem, Oregon 97308-0015  
[www.nwcarandcycle.org](http://www.nwcarandcycle.org)

The NW Vintage Car & Motorcycle Museum is at Antique Powerland, off Brooklake Road, west of I-5.  
1-5 Exit 263, Brooks  
10 minutes north of Salem  
30 minutes south of Portland

