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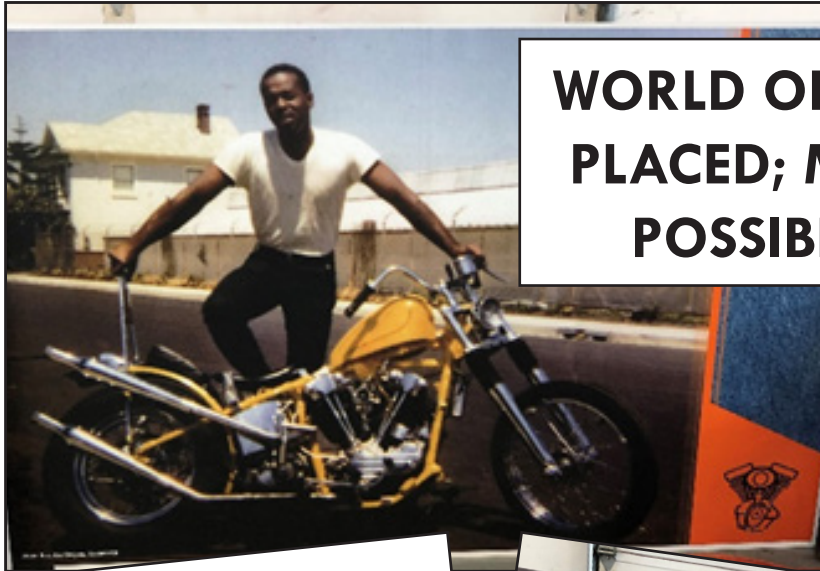


Volume 19, Issue 2

EDUCATION IS OUR PURPOSE

www.nwcarandcycle.com

April – June, 2021



WORLD OF SPEED DONATIONS PLACED; MUSEUM PREPS FOR POSSIBLE JULY OPENING



Pictured are some of the life-sized cardboard displays the Museum recieved as part of this winter's massive donation from World of Speed. Many more items are also on the show floor, waiting for the go-ahead to open!



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Letter from the President

By Tom Ruttan

We have recently hit the one year mark since the COVID virus hit our country and the world and put a halt to how we went about our lives as we knew it then. So many businesses, entertainment activities and museums like ours have been shut down or had operations seriously curtailed to try to stop the virus from running through the population. It has been a very tough year for many families who have had members get very ill and some die due to the pandemic. Lately we have seen the number of infections decline and with the rollout of the vaccine there is hope and optimism that there will be an end to this sooner than later. Some of our members have received their vaccinations and it looks like most of us will have an opportunity to get our shots within the next few months.

What does this mean for our museum and the chance that we will be able to open our doors to the public with the kind of activities we are used to? The optimist in me says that we will all get vaccinated and achieve "herd immunity" by late spring or early summer, thus leading to opening our museum by summertime. The reality is that we don't know for sure at this point; too many factors out of our control and will depend on how quick and successful the vaccine rollout will be over the next few months. As you will read elsewhere in this issue, we are moving the date for the Rendezvous from June 19 to September 25

in order to have a better chance that the event will be held as planned. We are still holding June 19 as a reserved date at Powerland so that possibly we can hold an informal car & motorcycle show if State rules are relaxed enough to do so. This represents an opportunity for member clubs (many who have joined the Museum in our recent membership drive) to come by and bring their vehicles out to show off. Stay tuned as we navigate the rules and figure out what we can do.



Because of the uncertainty outlined above, we are planning to get our summer vehicle display ready to open in early July (instead of the traditional opening of the first weekend in June) and be ready to open as soon as we are given the green light. It will be a shortened summer display but the Display

Committee feels we need to be ready to go for as much of the summer season as possible.

In the meantime, stay tuned for summer announcements. The pipe organ team is continuing to make great progress and expects to be able to show off at least a portion of the instrument this summer. We are also looking forward to incorporating as much of the World of Speed displays and equipment as we can to give the Museum a new, fresh look.

All the best,
Tom Ruttan

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Rendezvous Car Show Moved to September 25, 2021

By Andy Ottolia

Our yearly signature event, going on its 9th year, is our Rendezvous Show. Originally planned for June 19, it has been rescheduled to September 25 due to the current COVID uncertainties. This show requires major efforts of marketing, volunteers and logistics. Without a clear mandate from the state it was impossible to make the investment in time and effort at this time. Please put this new date, September 25, in your agenda. Bring out your favorite classic and come meet all your fellow Museum members and local clubs. Participants will be granted free admission and there will be music and food available. See you there!

For our planning purposes, your kind RSVP phone call or email to Andy Ottolia or Tom Ruttan will be sincerely appreciated.

Speedster Program Resumes!

By Don Blain

We are excited to announce that we will be resuming classes on April 15, 2021. We will have six students and six mentors starting.

Some of the students are returning from last year and some will be new to the program. The goal is to complete the 1929 Model A Roadster and proceed with work on the Pie Wagon and the 1926 Model T Pickup.

Once classes are resumed we will be able to accept the \$3,000 grant from the RPM Foundation. These funds will be used towards the completion of the restoration projects currently in process.

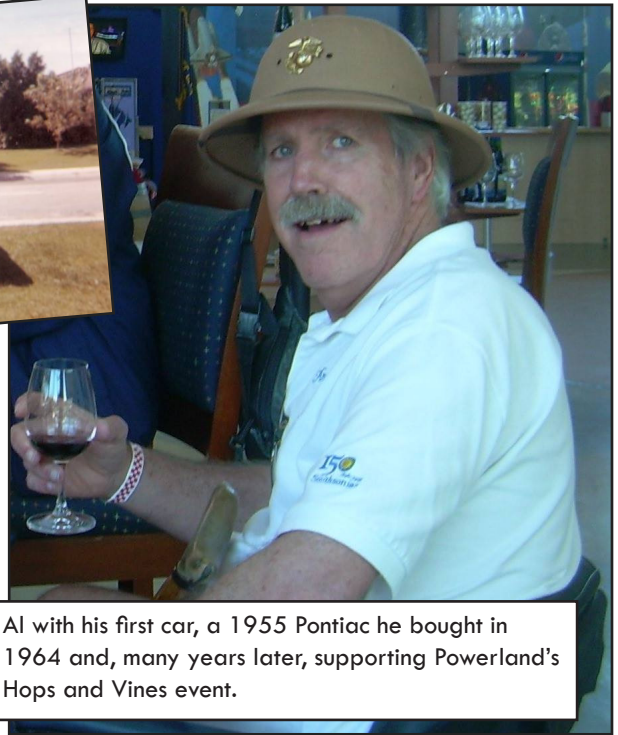
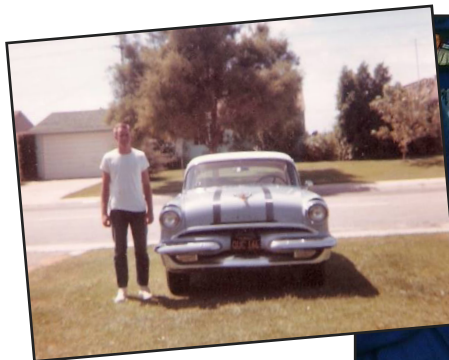
We hope to run the classes through mid-July and then break until September. Anyone interested in joining classes in September should contact Don Blain at 503-871-8696 or 503-585-8078 or email: talulatouring@msn.com.

Volunteer of the Quarter: Al Hall

By Laura Nelson

Our Volunteer of the Quarter is none other than ■ all-around good guy and helper Al Hall. Al and his lovely wife Judy have been longtime members of the Museum, volunteering in many past seasons as docents and wherever an extra hand was needed. Al is also our uncredited newsletter copy editor, with all of the articles (except this one, so please forgive any errors) going through him first for grammar and accuracy. Al has served on the Museum's board of directors for many years, and has also held various positions with the boards of Antique Powerland Museum Association and the Oregon Rail Heritage Center, among others. He has been, and continues to be, a great supporter of our museum.

Thank you Al for all your hard word and dedication!



Al with his first car, a 1955 Pontiac he bought in 1964 and, many years later, supporting Powerland's Hops and Vines event.

Ladies Looking Forward to 2021

By Joanne Blain

It finally looks like we may be able to open the Museum to visitors on a limited basis beginning this summer. We will be in the process of preparing the Ladies area to reflect the 1950's, 60's and 70's theme to enhance the cars and motorcycles of that era that will be on display.

We are looking for quilts, collections, and clothing that can be displayed. We have discussed having items for sale in our area with funds from any sales going to further the upkeep of our area. If you have anything that you would be willing to donate for this endeavor please let us know. We were thinking of vintage clothing and/or textiles items.

The Ladies Committee will be meeting at the Museum soon to discuss how we will set up our displays. We welcome anyone who is interested and willing to help us to attend (time and date TBD).

It is always very interesting to see how the public enjoys our displays and we always enjoy hearing your comments. We encourage anyone who is willing to help us provide an interesting display of items. If you want to display something, or are interested in helping in our area, please feel free to call Joanne Blain at [503-585-8078](tel:503-585-8078) or [503-871-0118](tel:503-871-0118), or email: djblain@msn.com.

I Speak Again

By Smith-Unit Organ

After a year of silence while being worked on by my team and now the installation of a computer interface, I can sing a song on my flute pipes. Work is progressing on the final wiring and now the hard part of tuning my pipes. Hopefully all will be completed when our season opens for 2021.

Joe from Bond Organ Company in Portland was with us one day to program the computer interface. The accompanying pictures show Joe at the console and the fellow team members surrounding and participating in work with me. Come hear me this summer!



Left: Checking the interface setup on the organ.
Above: As played by Joe from Bond Organ Company.
Left to right: Doug Nelson, Tom Popelka, Stephen Miller and Tony Kraxberger.



History Showcase part I

By Andy Ottolia

Here is a fully restored Gilmore gas station circa 1920 to 1930 I recently discovered in Hollywood, CA. Gilmore Oil Co. was the largest supplier and distributor of oil and gasoline products in Southern California from the 1920s to the 1940s.



Cherry Blossom Drive And Poker Run April 17th 2021

By Andy Ottolia

The Salem Auto Club Council is sponsoring this fine drive through the Willamette Valley. The drive will start at Walery's Pizza in West Salem and will have various stops. The final destination and award of prizes will be held at our Museum, so don't miss it!

On a sunny day there can be over 100 cars participating, so join the Poker Run at the start (see flyer) or come to the Museum and welcome the classic cars as they come into the facilities. Cars should be arriving between 10 and 2 pm at the Museum.

Don't miss this long-awaited event to kick off the season. Bring your classic, friends, and enjoy!

Some grammar humor from the Newsletter Gal:

This article shows how important commas can be. As noted above, Andy wants you to "bring your classic, friends, and enjoy!"

But, without the ever-important comma, he might also want you to bring your classic friends and enjoy! So do both, and don't forget to mask up to keep those classic friends safe!



**92nd Annual
Salem Auto Club Council**

Cherry Blossom Drive & Poker Run

Saturday April 17, 2021 9am to 2pm



Cars, Trucks & Motorcycles
All Welcome!

Start at:

Walery's Pizza parking lot West Salem
1555 Edgewater St. NW, Salem

Registration from 9am to 11am

*** Please wear your mask to register and at all the stops

Cost: \$5.00 per poker card

Best 3 hands win!

1st place - \$100. 2nd place - \$75. 3rd place - \$50

Portion of proceeds goes to Boys and Girls Club of Salem

Bring canned food or cash donation for Marion Polk Foodshare

(Bring food or cash donation & be entered in a drawing)

Thanks to:



Batteries Northwest
&
Walery's Premium Pizza

For more info call Russ Strohmeier 503-930-8976



History Showcase part II

By Andy Ottolia

This is a fantastic picture from the turn of the 20th Century (1903) showing how the invention of the automobile was going to change the world. Here is a horse-drawn tank wagon carrying crude oil from the derricks in Hollywood, CA. What makes it special is the sign hanging on the side of the tank. It reads, "Someday you will own a Horseless Carriage. Our gasoline will run it! Gilmore Oil Company." Even 120 years ago they saw the fabulous future of the automobile. Imagine investing in oil or Ford back then!

THE SCRAPBOOK



Here's a recently discovered photo of longtime Museum member Roger White, who passed away in August 2015. He joined the Pacific Northwest Chapter-National Railway Historical Society in 1983 and continued his membership for 25 years. He drove bus for Greyhound and retired after 30 years.

Our occasional series "The Scrapbook" continues! Do you have an old car or motorcycle photo from your past you want to share? Email it, along with a description, to **Laura Nelson** at nelsonducks@gmail.com. (She can also scan the originals if you need...just contact her to work it out!)

Literally Driving Through the Redwoods in 1927

by Marty Boehme

This is my wife's father Phil at age 13, most likely taken by a photographer who marketed his skills in Yosemite National Park. At that time, Phil's mother (Elsie) had moved to Reno from New York in order to establish residency so she could obtain a divorce. That was the common thing to do back in the 20's and 30's. Elsie bought the Chrysler sedan just for a trip to tour Yosemite. It is unknown if she knew how to drive, so on this trip a driver was hired. She was probably seated in the car. My future Paw-in-law at 13 was "smartly" dressed.

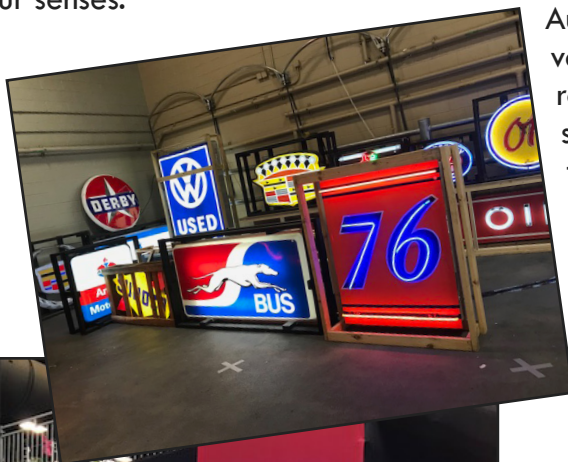


Barret-Jackson: The Candy Store of Car and Motorcycle Buffs

By Andy Ottolia

If you are a car buff and want to see the “Greatest Show on Earth” of collector cars, motorcycles and automobilia under one roof, I have the ticket for you! Many have watched it on TV, but it’s not the same. I recommend you experience it live at least once in your life. It’s much, much more than just an auction.

Imagine a car festival lasting 8 days! The sheer magnitude of the facility, exhibition halls and 8 circus-sized tents filled with collector cars, cycles, memorabilia and everything under the sun will boggle your senses. Trying to list all there is to see would take pages. Exhibition halls contained the auction stage and significant collector cars and collections, exotics, super cars and high end restomods, along with



Automobilia and hundreds of vendors. The tents were filled with rows of collector cars and cycles showcasing all brands and models that you can think of.

The event draws 325,000 spectators with more than 1700 vehicles at auction and hundreds of exhibitors. There are even free “ride and drives” in today’s super cars like the Dodge Hellcat.

Lead-footed visitors can spend days here. Everything is well-organized and the layout is accessible to all including those with disabilities.

Mike, my friend and host and a seasoned collector of vintage oil signs, was on hand looking for some prized vintage signs to add to his collection.

We got to experience the excitement of the auction bidding floor as the rarest of the best items came through. I got the lesson of my life in “Automobilia” or vehicle related memorabilia. This is a booming sector of the hobby. It’s nice to look at,



decorates your garage, takes up little space and has no maintenance required so prices are going up.

Wife's direct orders before I left Oregon was "Don't Buy Another Car!!" And as a good husband I didn't, but you don't need to bid or buy. Just take in the experience and make good memories. You will come away reminded of our liberty, our flag



and the greatness of our country now and in our past.

The show is not far, in Scottsdale, Arizona at the end of March . Don't miss it ! Put it on your agenda for next year.

The Toy Box

By Chip Hellie

This issue I'm doing something that isn't really a toy. Those of us who may have collected Avon aftershave bottle cars probably advanced to the next level...the Jim Beam Bourbon Decanters!

Here's where an item doubles in value when filled versus empty! I seem to remember I've had a few real cars that were that way!

Don't collect these if you're planning on hitting a homerun someday when selling off the collection. Most can be bought

for \$20-\$50 each. Some can be had for as low as a dollar! There are a few that might pull near \$100 if still full and boxed. I'd suggest that if you have a car like the toy, go ahead and buy one. They certainly are an affordable item to collect and they do have a certain amount of charm I suppose.

Open car is supposed to be a Ford Model A from 1904. It has a broken steering column but they all seem to. The Jewel delivery van is a 75th anniversary edition piece. Bottoms up!



Glorious Buick Models of 1950-1956

By John Quilter

Continuing on the earlier series of articles on models of Buicks in 43rd scale, we move into the 1950s with items from 1950 to 1956. There are so many models of Buicks from this decade, and this will cover only the first half of the period. The 1950 Buicks with their iconic toothed grill that extended into the bumper are replicated in almost every body style offered. It all started with a French company, Solido, doing a diecast replica of the convertible and hardtop which actually was known as a Riviera, long before the name was applied to the personal luxury Buick of the 60s and later. These common and inexpensive Solido diecasts were the base for what is known as transkits.



A transkit contains a resin body and window glazing, in this case produced by Provence Moulage also based in France. They were a prolific resin kit maker of all sorts of cars from all over the world and were one of the best-known resin model makers in the 1970s and 1980s. The concept with a transkit is the collector buys the diecast model and

using the Provence Moulage transkit body, transplants the bumpers, grill, interior, wheels and base plate to the resin body after painting it to a color of the collector's choice. These effectively expanded the range of 1950 Buicks from the diecast metal Super convertible to a Roadmaster four-door sedan, a Roadmaster Estate Wagon (aka a woody) and a Special Deluxe Sedanette fast back. Because the top of the Solido Riviera hardtop was so misshapen, Provence Moulage also did a transkit of this one, correcting the roof errors. Because this collector is never quite content with what is commercially available, I took one of the two door Sedanettes and converted it into a four-door Special Sedanette taking the chrome trim off and removing the whitewalls to make it an entry level Buick Special sedan. The Roadmaster station wagon was the first use of this woody body that lasted until 1953 and was produced for Buick under contract to Ionia Manufacturing in Ionia, Michigan. This basic body lasted until 1953 when Ionia shifted to an all-steel Estate Wagon for Buick. By 1953 it was the last true wood framed American station wagon.

The grill design, which later became an iconic Buick design, proved too easily damaged with the "teeth" extending into the bumper. The bumper lasted only one year and by 1951 a more practical design replaced it. That is shown in the photo of a 1950 and 1952 side



1953



by side. This two-door hardtop is a white metal model made by Conquest, a high-end white metal model maker who also made a 1952 Super convertible in yellow.

In between the 1952 and 1954 is the very special 1953 Buick Skylark convertible. This example was part of the Franklin Mint series of cars from the 1950s. It features opening doors and includes a "nail head" V8 engine under the opening hood. Brooklin did this car as well in white metal but without opening features. Theirs was in light metallic green or metallic red with the top up and with a continental kit spare tire.

Moving on to 1954 models we again have quite a selection. Two makers seized on the 1954 year to do models. The pictured convertible, hardtop and station wagon, are all resin models sold fully built by TSM, aka True Scale Models, whose items are made in China. The four-door Special sedan is a Brooklin item. Brooklin, a very well-known English white metal model maker based in Bath,

also did a station wagon for 1954. There is also pictured a Special two-door sedan which is a creation of the writer to fill out the range of "small body" 1954 Buicks. The base for this was a TSM hardtop. The new basic body shell for the Special and Century Buicks for 1954, lasted until 1956 when there was complete change for 1957. Station wagons were made all years again as "chops" of sedans by Ionia Manufacturing.

Next is a 1955 Riviera Super hardtop in red and black made by Conquest again. And at the other end of the Buick range, Brooklin does a 1955 Special two-door sedan, the entry level Buick for the year.

1955



And finally in this installment are three 1956 cars, a yellow and black Special four-door sedan, a Roadmaster four-door hardtop in blue and white, and a tri-tone Roadmaster wagon in black, red, and white. As if two-tone cars were not stylish enough, some makers in the mid to late 50s began to offer optional tri-tone combinations. The sedan and wagon are white metal by Conquest and the four-door hardtop is a diecast by GFCC Toys in China, which is quite a bargain compared to the white metal Brooklin Century four-door hardtop examples in black, salmon, and white, or blue and white as well over

\$200 each available currently. 1956 was only the second year for four-door hardtop cars in the Buick line up.

1954



1956





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The NW Vintage Car & Motorcycle Museum is at Antique Powerland, off Brooklake Road, west of I-5.

I-5 Exit 263, Brooks

10 minutes north of Salem
30 minutes south of Portland

MARK YOUR CALENDARS

2021

April 15	Member/Board Meeting, 2 pm
April 15	Speedster Class Resumes!
April 17	Cherry Blossom Drive and Poker Run (finish at Museum 10-2)
May 20	Member/Board Meeting, 2 pm
June 17	Member/Board Meeting, 2 pm
June 19	Car event at Museum (stay tuned)
Early July (?)	Potential opening for the summer (stay tuned)!
July 10	Bob Pipkin memorial gathering
Sept. 25	Rendezvous Car Show 8-4

The Speedster classes are to be held on each Thursday beginning on April 15, 2021 unless otherwise noted.

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