

Messenger



Volume 19, Issue 4

EDUCATION IS OUR PURPOSE
www.nwcarandcycle.com

October – December, 2021

RENDEZVOUS CAPS A GLORIOUS SUMMER



Right: 1970 Lola was a top performer in big races of the 60s and 70s

Below: Lots of 50s cars went well with some great 50s tunes played by Charlie the DJ. See more Rendezvous photos, page 10.



IN THIS ISSUE

Letter from the President	2
Guide to Museum Contacts Volunteer of the Quarter	3
Summer Display highlights	4-5
Winter Storage information Scenes from Steam-Up	6
Membership Form	7
Speedster Class News	8
Carousel Cruise review	9
Rendezvous Caps Summer	10
Update for the Ladies Mustang Car Club show	11
Buick Models '57-'88	12-13
My First Car	14
Chip's Toy Box	15
Calendar of Events	16

Letter from the President

By Tom Ruttan

This has been an eventful and memorable summer for your museum. Coming off a year of shutdowns due to the COVID pandemic, everyone was eager to put on and attend events this summer. In June, the State was opened up and the pandemic restrictions were, for the most part, lifted. Most Oregonians were very happy about that and looked forward to returning to a nearly normal summer. Unfortunately, a new COVID variant caused an alarming surge in cases and hospitalization in the late summer resulting in restrictions being re-imposed.

Despite these ups and downs our museum had a busy and terrific summer. We had more events this summer than any other time and shows that all the hard work to market and promote the museum is starting to pay off. The push to bring in more car clubs last winter resulted in more usage of our facilities for club meetings, car shows and club tours. Two of our bigger events were the Capitol Area Mustang Club car show in August which drew 100+ display cars and the Willamette Valley Street Rods that pulled in 230 cars for their show in early September. Of course, the two weekends of the Steam-up remains the largest combined event for us and Powerland. The Steam-up made a very healthy comeback with a combined attendance over the 4 days of about 10,600. The last big event for the summer was our Rendezvous, which was moved from the usual June timeframe to the end of September due to COVID uncertainties.



The summer vehicle display this year with the theme of 50's -70's cars and 50's – 70's Japanese motorcycles was well received by our visitors this summer. Supplemented by many of the pictures and posters from the World of Speed acquisition as well as a thorough cleaning and decluttering of the display areas resulted in a fresh and bright presentation.

The pipe organ team has made great strides this last year and thanks to some expert organ performers, entertained our visitors all summer.

With the start of the school year, we welcomed back students for the Speedster program on September 16th. Don Blain and all the mentors have a great program planned this year with some educational projects that will challenge and entertain the students. The classes are held most every Thursday from 10AM to 2PM so come by sometime and check out the activity.

Since the summer vehicle display has ended, we are looking to bring in cars and motorcycles for the winter storage program in our main display hall. This is a very cost-effective way to store your vehicle in a secure, dry, and heated area and free up some shop space for your winter project. It also provides some much-needed income for your museum to help pay the bills. If interested, please contact me.

All the best,
Tom Ruttan

Museum Contacts

President

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

Editor:

Doug Nelson, 503-399-0647

Secretary:

Neil Beutler
neilbeutler@yahoo.com

Treasurer:

Tom Winterrowd, (503) 263-2696
tawinterrowd@gmail.com

Docent Chairman:

Eric Olson, 503-289-8889
erilynolson@gmail.com

Speedster Chairman:

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

Maintenance Chairman:

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

Fundraising Chairman:

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

Display Committee Chairman:

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

Education Comm. Chairman:

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

Volunteer of the Quarter: Powerland's Tom Brock

By Tom Ruttan



Tom Brock resides at Powerland Heritage Park with his wife Patty and looks after all the museums at Powerland. He makes sure the grounds are safe by operating the front gate, roams the grounds to make sure every museum is safe and secure and takes care of anything that needs attention, either on the grounds or a museum building.

Tom is an indispensable part of our car & motorcycle museum. He will open the front gate when we need to let clubs in or when we have a specific event at our museum and will give tours to visitors who request to see our museum when none of us are around. He will alert us when something is not right at the museum such as an unlocked door, a light left on or whatever. There are a thousand and one ways that he makes our lives easier and he does it with a smile and courtesy.

It is an easy call for Tom Brock to be our Volunteer of the Quarter.

Museum Dazzles Visitors with Fast Cars of Yesterday in 2021

By Andy Ottolia



Bob Farwell and Andy Ottolia enjoy a drive in the 1904 Stevens Duryea Runabout



Doug Nelson with his 1933 Alfa.

Our 1904 Stevens-Duryea Model L Runabout has the distinction of being the fastest car at the turn of the century capable of 40 miles per hour, truly a horseless carriage that could outrun a horse! This is one of two known to exist. Duryea won the first ever automobile race held in the US in Chicago in 1895 and by 1896 it became the first US manufacturer producing 15 cars. This automobile is an engineering marvel put together with the precision and quality of a Swiss watch. It is tiller steered and very easy to drive. It's 7hp two-cylinder motor has 3 forward gears and an ingenious throttle mechanism right on the shifter. And it starts by turning a small crank right from the driver's seat, so you do not have to get out and crank it. The foldout front seat allows for the carriage of two additional passengers. This is a magnificent relic of man's ingenuity and creativity 120 years ago, and its right here in our museum to enjoy. Do not miss it!

And to add to its provenance, this is the actual car used in the Warner Brothers movie "The First Auto" (1927) starring Barney Oldfield. This movie is credited with creating the initial interest that started the classic car hobby. The first car clubs dedicated to the preservation of the automobile began in the 1930s.

The 1917 Stutz Bearcat is credited with being America's first true Sportscar. A race car for street use. Each car was personally tested at the Indianapolis Motor Speedway when completed and they went on to win 25 of 30 races entered in 1915. The big four-cylinder engine of nearly 400 cubic inches featured four valves and two spark plugs per cylinder producing 80 horsepower. It is capable of a top speed of 80 miles per hour at a time when

almost all of our roads were dirt or gravel. Oh, and by the way, there are no brakes on the front wheels, only on the rear!

The 1933 Alfa Romeo 8C 2300 Monza (owned by Doug Nelson) is the racing legend. In the 1930s it dethroned Bugatti as the most successful racer in Europe's major races like the Grand Prix, Le Mans and Targa Florio. The Supercharged straight 8 motor with twin overhead cams is a work of art. It produced 175 horsepower and propelled this car to 120 miles per hour, by far the fastest production car in the world. And do you know who oversaw the Alfa Romeo racing team at this time? None other than Enzo Ferrari who went on to produce his own cars in 1947. This is a very rare automobile with only 4 or 5 remaining in the world.

1936 Cord 810 Phaeton "Coffin Nose" was America's fastest production car in the 1930s capable of 107 mph. The car was so far ahead of its time in its radical styling and its stance being much lower than contemporary automobiles. It had a long list

of automotive firsts like front wheel drive, semi-automatic 4-speed transmission, concealed headlamps, no running boards, full gauge dashboard, electric intermittent wipers, tachometer, the first gas cap, flush mounted tail lamps and radios as standard equipment. Many celebrities like Clark Gable, Gary Cooper and Amelia Earhart drove them.

1964 Jaguar XKE. When this car was introduced 60 years ago it caused a sensation all over the world with its looks, handling, and speed. Many called it the most beautiful car ever made. Technologically it was way advanced with 4-wheel power disk brakes, rack and pinion steering, 4-wheel independent suspension and a dual overhead cam motor with 265 hp in a 2600 lb car. Many of these features are standard in today's cars. With a top speed of 150 mph, it was the fastest production car at the beginning of the 1960s and a bargain at \$6000!



1936 Cord 810 Phaeton



1964 Jaguar XKE

Treat Your Vehicle to a Cozy, Warm, and Safe Winter Storage Spot in our Museum

By Tom Ruttan

Do you have the age-old problem most collectors have, not enough space for all your cars and motorcycles? Do you need space this winter to work on that special project? Are you hesitating to buy that collector vehicle because of lack of space? Do you wish to take your vehicle off the road in winter weather to protect it?

Well, the Northwest Vintage Car & Motorcycle Museum has the solution for all these problems. We offer secure, dry, heated storage for one or more of your special vehicles to free up needed shop or garage space for the winter.

At \$475 per car (\$100 per motorcycle) from October 15th through April 15th you will not find a better storage deal for your special vehicle. Remember this is secure, dry, heated storage that insures the best and safest storage outcome. Plus, you will be making an important contribution to the Museum as well since the income from the winter storage program helps to pay our operating costs.

Contact Tom Ruttan at (503)621-8943 or truttan@gmail.com for more info and to make a reservation.



Here's the lineup of vintage cars outside the Museum on a glorious Steam-Up day, August 1, 2021.

Scenes from Steam-Up

Photos by Mark Moore



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!*

Speedster Program News

By Don Blain

Our Speedster Program for the 2021-22 season started up on Thursday, September 16th, with 5 Mentors and 5 students in attendance. Salem-Keizer Schools expect to be able to send at least another 2 students.

As new students attend, mentor Tom Winterrowd gives them a tour of the Museum and shows them how to change the oil, and do other maintenance on a Model T. They also get to go for a ride and have a chance to drive the Model T.

Other students are assigned to ongoing projects which include the 1926 Model T Ford Pickup and the 1929 Model A Roadster which is close to being finished after we put new tires on it.

We have been fortunate to have a storage container donated and we are in the process of building shelves in it. Both the container and the Speedster Garage need to be painted so workers are needed to prepare the buildings for that to



happen. Volunteers are welcomed for this project.

We are looking forward to a good year of helping students find their way around the maintenance and building of the vehicles.

For more information on the Speedster Program, you may contact Don Blain at: 503-871-8696 or 503-585-8078 or email talulatouring@msn.com.

Taking Us Back in Time

By Andy Ottolia



Here's a stunning sunset shot of a 1926 Model T Ford driving along a lonely dirt road among the beautiful hop fields near Silverton Oregon. Doug and Iwa Cody, one of our newest members, enjoyed this "back in time" drive. Iwa took the wonderful picture. Doug's Dad restored the T from parts in the 1980s. These wonderful memories take us back to a world that moved much slower, when we had time to savor these special moments.

Willamette Valley Street Rods Carousel Cruise Biggest Show Ever at Museum

By Alan Eyman, Willamette Valley Street Rods and NWVCMM Member

Willamette Valley Street Rods joined the Museum this year and kicked off 2021 with their signature Carousel Cruise on September 4th. The effort was coordinated by an army of well-organized volunteers that broke the Museum record for most classic cars attending.

We were very pleased with the turnout of 230 classic vehicles and many spectators during these COVID times. Most of the money collected from the show is donated to Family Building Blocks, Honoring Heroes, and Camp Attitude. Donations are also made to Marion Polk Food Share and Toys for Joy at Christmas Time.

Willamette Valley Street Rods was established in 1970, with eighteen members

that are referred to as “Founding Fathers.” We are a family oriented automotive club based in Salem Oregon hosting an annual fundraising event for our community outreach projects supporting local non-profits with time, money, and other donations. Our mission is to promote an interest in automobiles, sustain the history of street rodding, and advance a positive image of the hobby through club activities, socialization, and charitable contributions to the community. Originally dedicated to pre-1949 street rods, we now welcome owners of all makes, models, and years who have a desire to join others in sharing their knowledge and passion. Along with many beautiful street rods, our members rides include both domestic and import cars and trucks from mild to wild!



Willamette Valley Hot Rods Carousel Cruise breaks Museum record with over 230 cars present. Many spectators enjoyed the cars, games, and activities all in perfect weather.

Rendezvous Caps a Memorable 2021

By Andy Ottolia

Wow what a year this has been for the Museum. We had four big shows that brought out more cars than ever. But more important, our museum is finally getting on the map! So many visitors are pleasantly surprised a facility of this caliber is here and so close to Salem and Portland.



Our Rendezvous Show on Saturday, September 25 attracted 90 cars and 2 motorcycles. It was a memorable end of summer, celebrated in picture perfect weather on Chandler Field.



There were some big attractions like a 70 LoLa race car, a 69 Charger Daytona, and our own 1933 Alfa Romeo Monza. Also, our 1904 Stevens-Duryea Runabout was a big hit. Duryea has the distinction of being America's first manufactured car and winner of the first automobile race in the U.S. in 1895. Ours was featured in the 1927 movie "The First Car," credited with starting the antique car hobby in the 1930's.

We want to thank all our car show participants, members and volunteers who made this a wonderful year for the Museum after a rough 2020. Special mention to our new Car Club members and The Salem Car Club Council for promoting the shows and the Museum. We are looking forward to having you back in 2022!

Top right: Chandler Field's trees provided nice shade for 1920s iron.

Top left: Museum President Tom Ruttan checks out the Ford Convertible Sedan that was Portland Rose festival parade car of 1938.

Left: Member Dave Mulhern brought his Ford T Speedster after a 10-year restoration Member Ron Smith in front guides him in.

Update for the Ladies

By Joanne Blain

While some of the museum will soon be put to bed for the winter months, the Ladies area will be kept somewhat set up so that winter visitors will still be able to enjoy our displays. Quilts displayed will change and some other things in the cabinets also but there should still be something of interest to see if you visit during the winter months.

We continue to look for collections to display, so if you have something you are willing to loan for a season, we would love to hear from you. Donations of vintage clothing and other items are also welcomed.

This year we have also included tables

of items for sale. The sales have gone to help us continue to improve our area. This worked quite well so, again, if you have something to donate for sale let us know.

Again, thanks to the faithful ladies who have been willing to help in our area. We could not accomplish what we do without your help. However, we could always use some extra help and would welcome anyone willing to lend a hand.

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 or 503-871-0118, or email: djblain@msn.com.

Mustangs Roam Museums Chandler Field

By Ron Smith, Capitol Area Mustang Club and NWVCMM Member

It was a very warm day on August 14th, just under 100 degrees! The Capitol Area Mustang Club's Car Show brought out 94 registered cars! For our first year and because of the heat, that was a reasonable turnout. Everything went well and everyone really liked the location and the vendors. We gave out some beautiful homemade trophies. A few of our club members have now become members of the Northwest Vintage Car and Motorcycle Museum!

Our club Capital Area Mustang Club (CAMC) has about 60 family memberships and is a social club that admires Mustangs and all Ford cars in general! Ownership is not a requirement, enthusiasm is. CAMC meets the second Tuesday of each month at Pietro's Pizza on Hawthorne at 7pm. Come early for some conversation and show and shine before the meeting! Everyone is welcome. We try to have at least one group event each month, like a cruise or a dinner out, or a movie night, etc. We help each other with car issues and try to be involved with the community through homecoming events, holiday parades, and other events as a group. We donate to local charities as well. We attend a lot of car shows during the season and the club makes a calendar of events that are sent out every month in the newsletter for members. Membership is \$20/year. We have a Facebook group also and would love for you to follow us. For more info email to director@camc.com or rcplusron@me.com.

A Tour of 1957-1988 Buick Models

By John Quilter

The first photo shows four 1957 Buicks, ranging from left to right, a 1957 Roadmaster four door hardtop which is a white metal model by Conquest, now long out of production.

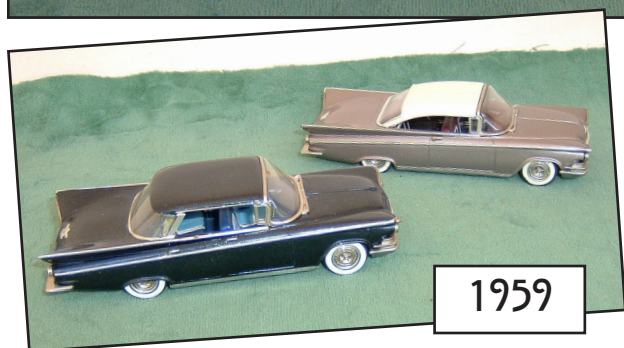


Next is NEO Roadmaster convertible followed by a NEO Caballero Estate Wagon, and finally a NEO Roadmaster hardtop. All NEO models are relatively contemporary items made in resin in China. It is interesting to note that the Caballero wagons were hardtop style with no central B pillar and were in the Roadmaster series. There was also a pillared wagon in the Special series. For the real cars both of these were built by Ionia Manufacturing in Ionia Michigan under a Buick contract.



They all began as four door hardtops or sedans, and Ionia built the rear portion of the body in their facility.

Next are the 1958 Buicks showing also a Caballero Estate Wagon but this one is a resin "transkit" by Kagar which



is a separately supplied resin body that is combined with an Vitesse diecast 1958 Buick but the hobbyist builder. A fully built one in dark red is also currently produced by NEO in resin. The other three shown, a hardtop and convertible are the standard Vitesse diecast models which are used as the basis for the wagon. Finally, the four-door hardtop is from well-known English model company, Brooklin. With Buicks, as with other American cars, the 1958 model year seems to be the high point of chrome trim.



Here are a pair of 1959 Electra Buicks which were a dramatic departure in style from the previous two years. Both of these were

built from white metal kits by Western Models of Taunton England. The two-door hardtop is exactly what came in the now long obsolete kit and the four door “flat top” a body design that was used on all the four door hardtop cars that GM cars produced in 1959 and 1960.

And from 1960 is a Buick ambulance based on the Electra chassis highly modified and constructed by Flixible who were known to work with Buick on several professional cars of the era not to mention full size buses. This model, like the 1960 four door hardtop, is in resin by NEO.

These pictures show the 1960 version of the Electra four door hardtop as well as the 1961 Special

1959 • 60 • 63 FOUR-DOORS



1963 RIVIERAS

station wagon part of the newly launched compact Buick range which comprised two and four door sedans and the pictured station wagon. All were available with Buick's new 3.5, 215 CID aluminum V8 engine that later became a ubiquitous engine powering Rover cars and Land Rover products up to 2003.

Here are four generations of Buick Rivieras, the first a 1963 by Franklin Mini in diecast, a white 1972 sometimes known as the “boat tail” generation, the model being a white metal kit from Western Models and, a gold with tan vinyl top, 1969 part of the fifth generation, and finally a sixth generation one built from 1979 to 1985 with minor trim differences. The latter two being NEO resin items.

These Buick station wagons show a compact Special from circa 1961 to 1963, a Sport Wagon from 1964, a Sport Wagon from 1969. This was the era of Buick (and Oldsmobile) wagons with the “sky roof” feature back seat riding children loved. And finally, a full-size Estate Wagon from the time of the “clam shell” disappearing tail gate era of 1971 to 1976. These

1963 WAGONS



were the largest Buick wagons built powered by a gargantuan 455 cubic inch (7.5 litre) V8 before the downsizing movement began in 1977 although even those were not exactly small.

(Continued on page 14)

Last in this Buick review are a 1985 Grand National a turbocharged 3.8-liter V6 high performance car based on the Buick Regal of the era. All were black in color. To the left of it is a much-downsized 1982 Riviera, a completely new generation for his cars part of the trend to reduce size, bulk and increase fuel efficiency. Customers balked and subsequent restyles enlarged the car, at least in appearance. Model is by BoS (aka Best of Show) and is in resin. And to the right is the Riviera from 1982, now a front wheel drive V6 powered car although 307, 5 liter and 350, 5.7-liter V8 engines were optional. These cars were related to the Oldsmobile Toronado and Cadillac Eldorado of the same era.



1937 Dodge Coup - My First Car

By Marty Boehme

I bought her for \$50. I was only 17 and living on a farm outside of Aumsville, OR. Which was okay; because she ran on the tractor gas my dad had delivered every month to our very own gas house. She had a flat-head six, three-on-the-floor, tilt-out front windshield and an air-scoop that opened when a lever was pushed down under the dash. The trunk was so long, I used it to sleep in on camping trips.

I drove her my senior year at Cascade High School and commuted to Willamette University for two years before transferring to Oregon State. One day, I had an accident that forever changed the car. Our farm road was only a half-mile east of the Aumsville railroad tracks. I had to make a left turn onto the farm's half-mile gravel road. On this morning, I looked into my inside review mirror. Did not see any traffic behind me through the car's very small rear window. However, at that moment, a pickup was speeding and passing me.

I had slowed down and at the same moment turned left into the speeding pickup.

The car spun around 180 as its rear wheels hit the ditch that bent them to one side. When my brother towed it to the house, the car wobbled back and forth.

I put new wheels on, but had to throw away the trunk lid because the car's left back corner was crunched in. Beat it out with a sledgehammer. I then built a bench that fit exactly in the empty trunk space. I was now driving a Dodge with a rumble-seat.

I had to leave her on the farm when I started going to Oregon State. Dad and my brother used her for deer-hunting trips and drove it until the clutch went out. A few years later, she was upside-down behind the barn. Dad took off the front solid axle to make a trailer. He took the rear axle and cobbled-up a fertilizer spreader out of it. When my folks moved into town, they gave first car's remains to a scrap dealer. By then, I had a brand-new engineering degree, had a job at \$175 a week and bought a new 1962 Pontiac 2-door coup.

The Toy Box: The Streamline Age

By Chip Hellie

Here we have two examples from the Streamline Age from both sides of the pond. The first is from the USA, a Chrysler Airflow made by Hubley. This simple cast iron toy sports wood wheels with white rubber tires. It rolls and that's about it. Still, it has a lot of simple charm about it. They were offered in several sizes, this being the smallest at 4".

The other toy hails from 1937 Germany and there's nothing simple about it! It's quite unbelievable. Could it be a propaganda piece from pre-war Germany? The bottom lists patents for the various markets it was imported to such as England, France, Italy, Japan, and the USA.

It's a Schuco Kommando Anno 2000. My German skills are weak, but I believe it says this is what we will be driving in 2000. I believe it's patterned from the model 77 Tatra. Hitler was excited about that particular car and told Herr Porsche to build cars like this for his command – until one of his officers was killed driving one too quickly! Fortunately, this car wouldn't suffer the high-speed handling problems as it's front-engined as opposed to the Tatras rear mounted engine.



Under its hinged hood, this remarkable toy sports an inline six-cylinder engine with a most efficient-looking exhaust manifold. The front wheels can be steered by moving the front spotlight to the desired position. It's a tin windup toy that requires a key and is wound up through the right rear quarter panel.

Here's where it gets a little bit interesting. You pull back on the rear bumper and if you should happen to back into something solid, it automatically changes the direction of travel.

Pretty cool huh? Heck, that's nothing! Where this toy gets really interesting is when you figure out how to make it go. Took me awhile. Remember now, this is a 30's toy.

You talk to it. Yes, you command it to go and stop! Hey...that's maybe what the word Kommando on the bottom of the toy means. My biggest problem was trying to figure out the words to say. Like I said, my German skills are weak. Fahren my little toy wonder!





"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

October 1- 15	Summer show cars move out of main building, winter storage move in
October 7, 14, 21, 28	Speedster students work on projects at shop building
October 21	Board Meeting at Nelson Building
November 4, 11, 18	Speedster students work on projects at shop building
November 18	Board Meeting at Nelson Building.
December 5	Movie Night, 2 pm
December 2, 9, 16	Speedster students work on projects at shop building

Please note: December NO BOARD MEETING

Thursdays are a general Museum workday, and all are invited to participate

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