

Messenger

"EDUCATION IS OUR PURPOSE"



Volume 15, Issue 2

www.nwcarandcycle.com

April – June, 2017

Meet Chairman of the Board Steve Johnson as he Takes the Wheel



Photo by Ed Weber

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New Chairman of the Board Steve Johnson seems uniquely suited to steer the future of our museum. See Ed Weber's story on page 4 to learn more about Steve and what drove him to the Northwest Vintage Car and Motorcycle Museum!

Letter From the President

By Tom Ruttan

I don't know how you feel but I am ready for spring and summer! In our northwest corner of Oregon we have had an unusually (at least for what most of us are used to) cold, wet and snowy winter. I think there is a lot of pent-up desire to be able to get our old vehicles out and put some miles on or to attend some get-togethers where we can see and talk about vintage machines as well as visit with old friends and meet new ones.

Your museum is rapidly approaching that season where activities will noticeably increase and the events will become more frequent. Please check the events calendar on the back cover of this issue of *The Messenger* or check our website, nwcarandycycle.com, to find out what is happening and please plan to join us for as many of these activities as you can. We are looking forward to the Member Appreciation Potluck, the opening of our summer vehicle displays, the Rendezvous, and of course, The Great Oregon Steam-Up.

Speaking of the summer vehicle displays, work has started in earnest to plan and bring in vintage vehicles to have what we hope will be the best summer display to date. If you have any interest in displaying a vehicle please contact myself, Mike Bostwick, or Doug Nelson and let us know what you have and discuss how it might fit into the display. Also, we will need lots of volunteers to serve as docents this summer so please give Eric Olson (503-289-8889) a call to sign up for just one time or more if you can.

Despite the difficult winter weather, progress has continued on the new addition to the Nelson Exhibit Hall. The fire sprinkler system has been installed, insulation on the perimeter walls is up and most recently the exterior fire escape stairs have been put in place on the north side of the building.

We have had some progress with our grant proposal work in the last couple of months. Steve Johnson has been busy writing a number of grant proposals and the museum has hired Kathleen Mason to help Steve put together the proposals. She has been very helpful with this effort and in addition to recently submitting several grant proposals, Steve and Kathleen revised and resubmitted the Murdock Trust grant proposal a few weeks ago. This has resulted in a site visit to our museum from the Murdock representative. This was a very productive meeting and we believe the representative was quite impressed with what we have accomplished so far. Our proposal will go before the Murdock Trust review board this summer so we hope to hear good news shortly after that.



All the best,
Tom Ruttan

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Ralph Holland and Family Donate Beautiful 1911 Model T Speedster

By Don Blain

The Speedster Group is always fortunate when they receive a donation that helps further their program. In 2016 Ralph Holland donated a 1911 Model T Ford Speedster to the group. Before Ralph owned it, it was part of the The National Automobile Museum (the Harrah Collection) in Lake Tahoe. When Bill Harrah (of Harrah's Casino) died, the car was put up for auction and the Hollands paid \$500 for it. John Chandler was a friend to Ralph Holland and planted the seed years ago about possibly donating the car to the Speedster Group. Don Peterson, Don Blain, Mike Bostwick and Jack Adams picked up the car and transported it to the Museum.

The car has been busy already, on display in our museum as well as at the Portland Ag Show (see photo) and the Salem Roadster Show. These venues allow us to acquaint the public about the Museum and the High School Speedster Program. The students in the Speedster Program have also enjoyed learning to drive a Model T in this vehicle and we look forward to utilizing it on displays and as a learning tool in the future. We want to extend a big thank you to Ralph and his family!

(Note from the newsletter gal: My sincerest apologies to the Holland family, as I featured this beautiful vehicle of the cover of the last issue of the Messenger, but inadvertently omitted recognition of the car's provenance. I am sorry for the error.)



A young fan visits the past and sees his future in the 1911 Model T Speedster at the 2017 Portland Ag Show.

Meet Chairman of the Board Steve Johnson

By Ed Weber

Chairman of the Board Steve Johnson and his wife Janet are recent transplants into Oregon from North Carolina and live in Silverton, Oregon. They have two boys and one girl and are blessed with three grandchildren.

Steve grew up in the Newport Beach area of California where he attended high school. While attending high school he participated in the FFA and Auto Clubs. After graduation he attended Santa Ana College and obtained a degree in Fire Science Administration. After a short stay working in the Bend, Oregon area, Steve moved to North Carolina where he was teaching auto mechanics as an associate professor at UNC, Charlotte.

As a young man he worked at many endeavors such as box boy, service station attendant and mechanic, using most of his income to assist with his interest in modified race cars and motorcycles. While only 16 he drove his first race car in a sanctioned race. At the age of 19 he was honored as a world champion mechanic in the 250cc motorcycle class.

Steve went on to become skilled in designing, testing, and racing motorcycles. He managed race teams in American Motorcycle Association road racing and superbike classes where his teams won many AMA superbike national championships, including a stint with Rob Muzzy and his Kawasaki race team. He also ran a World Superbike team that was very successful in the international circuit. He is presently a Life Member in the American Motorcycle Association (AMA), Vintage AMA, and has recently been nominated to the AMA Hall of Fame.

Steve became a member of our museum in March of 2016 as a result of looking for something that would satisfy his interest in both cars and motorcycles, and he found us on the internet. He met several of our board members and then-chairman, Doug Nelson. Doug recognized his abilities and skills and invited him to join the Museum and become a temporary board member. Later Doug recommended Steve as the person to follow him as our board chairman and the board concurred with their favorable board action.

Steve's long-term vision for the Museum is to have our exhibits open 7 days a week and our educational programs operating 5 days a week during school year.

If you have an interest in helping Steve achieve this vision, he invites you to contact him at 828-461-8899 or at thedeuceracing@gmail.com.

Please Join Us! Annual Member Appreciation Potluck April 15

The Museum will be holding its **annual member appreciation potluck luncheon** on Saturday, April 15, from 11:30 to 2:30. Lunch will be at noon. Presentations, including board member elections, begin at 1:00. This year we are in for a treat, as the New Horizons Big Band (featuring Museum President Tom Ruttan) will be playing!

We will furnish beverages, tables and chairs. Please bring your own plates and utensils. Potluck assignments are below. Please bring enough for at least 8 people.

Last name A - G: Dessert

Last name H - P: Salad or side dish

Last name Q - Z: Main dish



The New Horizons Big Band plays at the Museum in this undated file photo.

**Board of Directors
ELECTIONS
at the potluck!**

Dence's Corner

By Steve "Deuce" Johnson, Chairman of the Board

During the last year, I would say our biggest accomplishment has been our grant writing outreach and being able to contract Kathleen Mason to help the entire board with grant writing, submitting and being my point person to keep track of the eight plus grants we are working on during 2017 which could yield \$500,000 for the museum construction projects (which totals \$469,000 to finish the Nelson Exhibit Hall).

As I look into the future I am currently working through the details with Chemawa Indian School in Keizer to expand our speedster program enrollment. We will also be expanding our service area to include Woodburn and Gervais school districts in addition to continuing our long-term Salem/Keizer relationship.

We will also be assisting the Fire Museum with a restoration of a 1951 International Fire Truck that will incorporate the help of our Speedster program students.

The future also holds some very cool partnerships which I am currently working on with The Hitching Post Bar and Grill, Hagerty Insurance and donation naming rights to different rooms in our new addition.

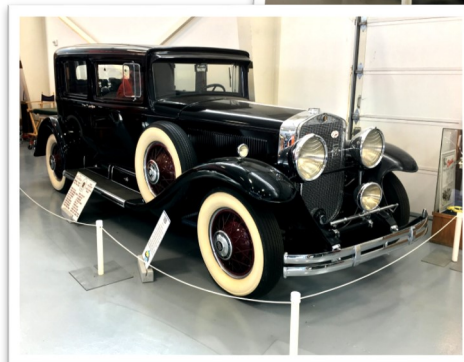
One more tidbit – I recently met with Dave Kindig of Kindig Design in Salt Lake City Ut. about a car project build that would include our students long distance. The photo at right is of Dave, his shop foreman Kevdog, and myself. Details in another issue!

Contact me anytime at thedeucercing@gmail.com. I welcome your ideas!



Christina Trollinger and Pat Boyd Donate Father's Collection

A terribly big and heartfelt thank you to Christina Trollinger and Pat Boyd, sisters who donated the 1931 Buick (left), 1930 Cadillac (center), and the 1941 Packard Sport Coupe (right) to the Museum. These cars were restored by their father, Jack Hunley, approximately 20 years ago and remain in excellent condition. We have displayed the cars and they have been an outstanding addition to the Museum. Thank you Christina and Pat for your generous donations!



Speedster Class Update

By Don Blain

The Speedster Class has been doing well this year, with an average of 7 students each week including Salem-Keizer and Home Schoolers. We have also had a large number of mentors who work with the students. One of the mentors, John Larson, has been teaching welding and doing a great job. Thanks, John.

We have three major projects and several smaller ones that we have been working on. The group has also displayed cars this year at various shows. These showings allow us to get information to the public about our Museum and Speedster Program.



Mentors and students from the Speedster Program pose with the 1911 Model T Speedster donated by Ralph Holland.

Attention Ladies: We Need Your Help!

By Joanne Blain

2017 Quilt



This amazing quilt will be raffled off this summer! Buy your tickets whenever the Museum is open this summer. Or help sell them during Steam-Up, our busiest time!

Another summer is fast approaching and we need help in setting up the display area in the Ladies Corner. We would love to have you come and help us and to contribute items you might have that you could loan us for the summer. We are looking for vintage items that would be of interest to the viewing public. Anything will work, but I know that lots of you have interesting collections that would be fun to share! We will be displaying like items together to set up various groupings. May 10 at 10:00 AM has been scheduled for the cleaning of the display area, and May 23 at 10:00 AM for setting up the display. Tear down will be in October. Come and lend a hand.

We have also completed another quilt which will be raffled. Tickets are \$1 each or 6 for \$5, and can be purchased from docents whenever the museum is open to the public. We will also need extra help selling tickets during the two weekends of Steam-Up the July 29-30 and August 5-6.

If you are available to help or have items to display you can contact Joanne Blain at 503-585-8078 or Rosemary Bostwick at 503-245-5444.

Update on Fundraising and Grants

By Kathleen Mason, fund development coach and grant writer

Hello NW Vintage Car & Motorcycle Museum members!

Under your board's leadership and guidance, I have been working to write grants to help you finish your long-running capital campaign project: the Nelson Building. Grant writing is a very competitive process, and capital campaign funds are scarce. Most grantors prefer to award programs for youth, arts & culture, social needs, etc., and capacity-building activities such as program staff, development staff, etc. That is why I am happy to report that the Murdock Charitable Trust has accepted our grant proposal worth between \$200,000 and \$250,000 for final review. Tom Ruttan, Steve Johnson, Gary LeMaster, Mike Bostwick, and Doug Nelson hosted an on-site visit on March 8 by Murdock rep, Pauline Fong. They took Ms. Fong on a tour of the Texaco Station as well as the completed and unfinished front first and second floors of the Nelson Building. Pauline appeared to be impressed with Car & Motorcycle Museum's ambitious vision, great financial stewardship, and the unique "Speedster" program. We have some additional revised documents to submit, such as the revised construction budget and new bids, before the Murdock Trustees' meeting on August 19. Pauline assured Steve that he will be told at the end of that day whether or not we have been awarded a grant and in what amount.

We have also submitted a LOI (Letter of Inquiry) to the Confederated Tribes of Grand Ronde Community Fund. If Grand Ronde decides that our capital project has merit, we will be invited to submit a full grant, due on May 19. Award notification will be made on August 31 and the check would be presented around September 13.

Although we were declined by the local Burlingame Foundation for \$15,000, we have submitted a grant to the Autzen Foundation for \$30,000. We will also be submitting a grant to the Oregon Community Foundation for \$10-15,000 on July 15, Pioneer Bank Foundation, and other grantors as they are identified. If you have a grant making source for the capital project, please contact me, ochmason60@gmail.com.

And how about this for easy fundraising? Because so many of you volunteer and have donated to NW Vintage Car and Motorcycle Museum, your company OR the company you have retired from, may match your volunteer time and/or personal donations with a cash donation match. Please consider contacting your employer to see if they have a program like this. If so, you will only have to complete a small bit of paperwork...and the Museum will receive a donation!

Getting to know more about your organization and your amazing board and committees has been a VERY interesting adventure. I thank you for the opportunity to serve you.

Donation of Two Dodge Pickups from Duane Royer

Two 1937 Dodge Brothers Pickups have been donated to the Museum. They were donated by Duane Royer their owner since the early 1970's. Duane drove one of the pickups to high school and college and picked the other one up for parts. Dodge pickups are rather rare and these were stored in Duane's garage in South Salem. Duane visited the Museum last summer and liked the speedster program well enough to make his donation to the speedster program. Doug Nelson and Neil Beutler picked them up on Feb. 25 and took them to Doug Nelson's storage building. They await the students. Thank you for your generous donations, Duane!



Outside Emergency Stairway Donated and Installed

By Ed Weber



On Monday March 6, 2017 Pacific Stairway of Brooks installed the outside emergency stairway on the north side of Nelson Exhibit Hall. The installation crew consisted of company manager Tracy Goettsch, employee Ed Lopez, and observer Steve Johnson, board chairman for the NW Vintage Car & Motorcycle Museum. Pacific Stairway donated both this stairway and the interior stairway. Tracy explains that a short break in the weather allowed them time to get the job done for us. Pacific not only has furnished our Museum with a necessary component required in the design of our Exhibit Hall but has constructed a very attractive assembly that blends well into the decor of our campus facilities. Thank you, Pacific Stairway!

Docents, it's Time to Sign Up!

By Eric Olson

The 2017 docent season is beginning to show on the horizon. We are again planning museum coverage Saturday and Sunday afternoons from June through September. This includes some very busy events as well as long quiet days sitting among the cars and motorcycles. We will need plenty of docents to share the Museum's remarkable accomplishments and this year's display. I want to get planning done early because Marilyn and I plan to spend a month from mid-May until mid-June visiting England and Scandinavia. We plan to see buildings, gardens, and concerts as well as cars and motorcycles. I have my heart set on seeing the Queen's 1950 Phantom IV Rolls Royce in the basement of Buckingham Palace and the 1947 UrSaab, which is maintained and guarded by Trolls. Andy Ottolia has kindly offered to organize the docents in my absence. The large scheduling chart has already been prepared by Ray Hansen and is available in the Museum. A good way to start your summer planning is to choose a shift each of the four months and add your name to the chart. You can also call me at 503-289-8889 or email me at erilynolson@gmail.com to ask questions and specify your dates.

Eric's Springtime Wish List:



See Queen Elizabeth's Rolls Royce



See 1947 Saab UrSaab 92 prototype

Get the docent schedule
for the whole summer
completed by the time I
leave for England!

Get everyone to take a weekend or two

The Poetry Corner

Once Upon a Time in the Waldo Hills A Photo Poem

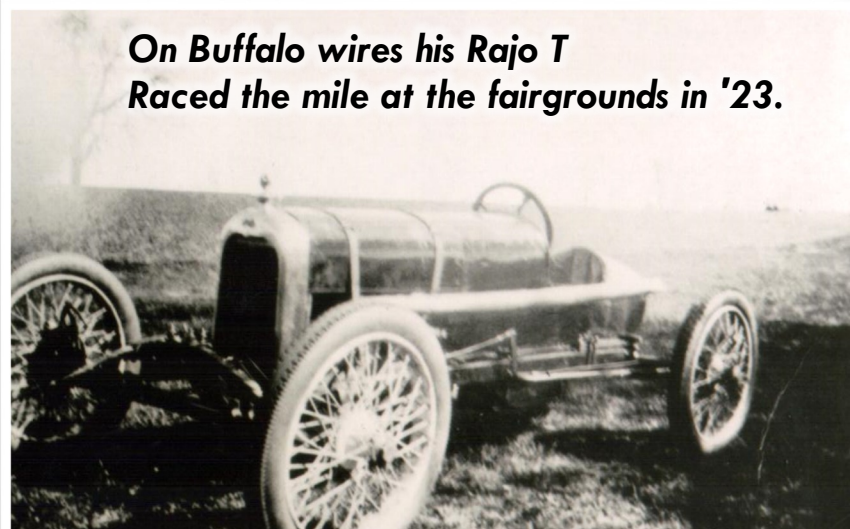
By Martin Doerfler



***A big step up from a T Ford crate
Here's my dad with a Rickenbacker Eight***



***Here he is in a stripped down Chevy
Left the fenders on.. how come? They're heavy.***



***On Buffalo wires his Rajo T
Raced the mile at the fairgrounds in '23.***



***My aunt, my dad and cousin John
On a T for three, heading for town.***

The Toy Box

Special Two-Page, 26-Passenger Edition!

By John Quilter

Two different model makers have recently introduced 1:50th scale models of historic Greyhound buses. One 50th scale is a common collector's scale for commercial vehicles and buses. Corgi based in the UK have over the past decades made a number of American and English buses and coaches in this scale and a company known as Royal Coach (www.royalcoachbuses.com) also make and distribute a number of buses in this scale.

The subjects of this article are a pair of historic Greyhound buses. The earliest one is a 1931 Mack Parlor Coach which was commonly used by Greyhound during the 1930s. This is a front engine bus with a wheelbase of about 219 inches and an overall length of about 394 inches of just over 32 feet. One feature of this bus is a grilled rear in the style of the rear of the observation vestibule of passenger rail cars of the era. While styled in the idiom there was no access from the inside of the bus and the space was often used simply to store a pair of spare tires. The model has two rectangular signs one of which says San



Francisco New York Express. Above this rear feature is a ladder to the rear of the roof that served as baggage storage. This was long before the later development of underfloor baggage space. All the passenger windows have drapes. The passenger capacity



appears to be 26 with mostly forward facing seats except for the rear most area where there are eight seats facing each other. The model

shows two large domed cylinder-like features just in front of the radiator which are air shock absorbers that in smaller version were also sometimes seen on passenger cars in this period. There are two large low mounted headlamps and a spot light on the driver's side roof pillar. A pair of chrome horn and a pair of running lamps adorn the forward part of the roof. Long before the era of air-conditioning the roof has eight louvered vents for ventilation. The model has nicely printed signs some of which show a selection of cities that Greyhound served San Francisco, Los Angeles, Denver, Omaha, Kansas City, St Louis, Chicago, Cleveland, Pittsburg, Philadelphia and New York. And of course there are multiple examples of the Greyhound symbol, the running dog. A transcontinental trip in one of these Parlor Coaches must have been quite a scenic adventure in the early 1930s. The undercarriage shows some detail of what appears to be standard truck based design with a front engine, half elliptic springs, a long prop-shaft and even longer exhaust system. The Greyhound maintains a restored version of this Mack bus in their museum fleet of historic buses, this being the earliest bus in their collection. The power plant on Greyhound's Macks was a six cylinder gasoline engine of 126

horsepower which Mack advertised as the most powerful bus in America. Reports also indicate that at least one experimental bus was tested with a Cummins diesel. During this era White, Faegol, Yellow Coach, (a GM subsidiary)





1952, a Cummins NHHB-600 four cycle diesel was made available. ACF Brill owned Hall Scott so this was a deviation from their in-house engine. An interesting feature of his bus was the entry behind the right front wheel which allowed two seats in the very front opposite the driver which must have been quite desirable for those wanting the best view of the road ahead. Common users of these postwar Brills were Greyhound and Trailways but other operators were customers as well.

The model of this bus is a 1948 version, in Southeast Greyhound livery. Again in 1:50th scale, this replica is a product of American Heritage Models

at www.AmericanHeritageModels.com

and ACF built intercity buses which all were of quite similar design. Because these, and the Mack, did not have underfloor baggage storage all were relatively low compared to later designs and the Mack used an innovative hypoid bevel drive differential that made it possible for the lower floor. Exterior and interior was aluminum paneling over white ash wood framing.

This attractive scale model is a product of Iconic Replicas www.IDDReplicas.com. Its design is done in the USA but the model is a product of China.

Now jumping more than a full decade to 1945 and a ACF Brill IC-41 bus that was produced from 1945 to 1950. During this time, 1374 were built to supplement the Greyhound fleet that was using many GM built Yellow 743 rear engine diesel buses and the later GM PD-3751, often known as the Silversides for its fluted aluminum flanks. Continuing with their earlier experience, the ACF Brill continued to use a gasoline Hall Scott six cylinder engine laying over on its side and mounted mid chassis under the floor for this 37 passenger coach. It was first offered with a 190-2 and later a 190-5 which also drove the optional air-conditioning system. Gearboxes were four speed Spicer units. Minor styling changes took place on these buses from an early 1946-47 version with a small upright "grill" in front, to a wider horizontal barred grill, then to a still wider almost full width barred grill in 1948, to the 1951 model with no grill. Some buses had plain painted metal sides and others had the aluminum fluted sides. Finally in March

This Chinese made replica features accurate but delicate photoetched windscreen wipers, chrome grill and bumpers, fluted aluminum sides with a white top. The running dog logo is now much larger and prominently displayed on the flanks. Undercarriage detail is minimal except for an exhaust pipe. The Southeastern livery comes with many different destination signs to cater to markets in cities such as, Memphis, Miami, Mobile, Nashville, New Orleans, Savannah, Tallahassee, Tampa and others. Pick your favorite city. Also offered are versions in two different Trailways liveries.





"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

MARK YOUR CALENDARS

Museum open every weekend June 3 – September 24

Saturdays 9:30 - 4 ⚙ Sundays 12:30 - 4

- | | |
|---------------|---|
| April 6-7-8-9 | Portland Swap Meet |
| April 15 | Annual member and guest appreciation potluck and gathering, 11:30 (see p. 4 for info) |
| April 19 | Member/Board Meeting, 6:30 pm at Texaco Service Station |
| April 23 | Corvallis Swap Meet and Car Show |
| May 17 | Member/Board meeting, 6:30 pm at Texaco Service Station |
| May 20-28 | Cars move out of storage. New cars and motorcycles move in. |
| June 21 | Member/Board meeting, 6:30 pm at Texaco Service Station |
| June 24 | Annual Rendezvous on Museum Show Field 8am to 4pm |
| July 1 | Membership dues are due! |
| July 19 | Member/Board meeting, 6:30pm at Texaco Service Station |
| July 29-30 | Great Oregon Steam-Up |
| August 5-6 | Great Oregon Steam-Up |

MEMBER/BOARD MEETINGS are the 3rd Wednesday of each month, 6:30 pm at the
Texaco Service Station on the Powerland grounds. Everyone is welcome!