

Messenger

"EDUCATION IS OUR PURPOSE"



Volume 15, Issue 4

www.nwcarandcycle.com

October – December, 2017

A LIVELY, LOVELY SUMMER!



Gary LeMaster (right) goes on-air with Steam-Up radio coverage. Because TV is so 1927.

The Nelson Building serves as a shiny new backdrop to a busy Steam-Up.



The New Horizons Big Band plays in front of the Leek family's "barn find" display.

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Mark Moore gets in front of the camera and behind the wheel with Sandy Grulkey in the "Grulkey Display" corner.

Letter From the President

By Tom Ruttan

It's been a pretty hot and dry summer and it looks like little chance of much rain as we move into the first part of fall. That hasn't stopped your museum from having an eventful and productive summer. Of course the big draw for us and Powerland Heritage Park is always the Steam-Up. I don't have the official attendance numbers in front of me but from our museum's perspective we had very good attendance for the two Steam-Up weekends. We had a lot of good comments about our vehicle and memorabilia displays (and continue to from visitors on the non Steam-Up weekends) plus our Model T rides, big band music, restoration shop opening and the Passport activities for the kids provided a great museum experience for all our visitors. Other events such as the annual Rendezvous, car & motorcycle club visits, the Truck Show, Eclipse Camping, Civil War Reenactment brought significant additional visitors to your museum along with our normal summer weekend opening of our vehicle displays. These are examples of how, in partnership with the other museums at Powerland, we are reaching out to the general public and hobbyists to visit our museum.



There has been continued progress on the new addition to the Nelson Building. You may have noticed that the parking area in front of the building has had blacktop laid down and most recently, painted stripes added to define the parking spaces and handicapped parking spots. Gary LeMaster has been working hard to finish the hardware for the front doors and is planning to frame them in and hang the double doors within the next few weeks. In addition the glass squares will be added around the sides and top to finish it off and give it that period, 1930's car dealership look. This will finish the exterior details and allow us to be able to close up the shell of the front addition and remove the temporary plywood sheets that have been in place for the last few months.

In August we found out that we did not get the Murdock Foundation grant we had applied for. This was disappointing news for everyone who had worked so hard to put this together. While it is not the outcome we had hoped for, your Board is continuing to work on other fund raising opportunities and ideas to reach our goal of completing the Nelson Building as soon as possible. Fundraising for this effort is the top priority for everyone at the Museum, including you as a Museum member. We would like to hear from you regarding your ideas for fundraising and would like to urge you to please consider making a donation at whatever level you can do. Please see important initiatives in this newsletter (pages 4 and 6) including a matching donation appeal that enables your donation to go twice as far and a program where you can, as an example, donate to buy a fixture, part of a wall or floor covering as a way of helping to finish the building.

An area that is vital to the health of your museum as well as potential fund raising opportunities is our annual membership drive. Marty Boehme, our Membership Chairman, has been working very hard to get the membership mailing roster in shape, put together the membership letter and donation form and coordinating the mailing to current, past and potential members. You should have received this in early August and many of you have responded by sending in your renewal. Thank you to all of you who did and for those of you who haven't yet, please make it a priority. If you didn't receive the membership renewal letter please let Marty or I know and we will get one out to you ASAP.

All the best,

Tom Ruttan

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Marty Boehme

By Tom Ruttan

One of the most important jobs at the museum is recruiting and retaining members. It is really the only way to sustain the museum, allow for it to grow and make it relevant for the community we serve. A critical measure of success is the number of members we have.

Marty Boehme, the Museum Membership Chairman, has been on a mission this summer to renew as many old members as possible while driving to find as many new members as he can. He took on the monumental task of updating our membership list and adding to it with previous members and new prospects to create a mailing list that is larger than any we have used in recent years. This allowed us to reach out to as many perspective members as possible. Since this was sent out in early August, we have had a great initial response and Marty has a follow up plan to reach out to those who haven't responded yet. He has also generated the membership letter and edited the donation form that went out in the mailing plus coordinated with our mailing vendor to get the job done. For all this great work Marty is our Volunteer of the Quarter.

Update for the Ladies

By Rosemary Bostwick

The display this summer in the Ladies area of the museum was well liked and drew many positive statements, The nursing and military history was well liked and the collection of other items was interesting in its variety of items and what was collectible to people.

We have not drawn the raffle winner of the quilt and will be doing so this next week and reporting on that in the next issue of the newsletter.

We decided to wait this year as there were several groups coming into the museum at the end of August and in September. The Ladies have just made a little over \$200. The ladies group will be meeting soon to discuss whether to make another quilt and also what to display next summer.

Matching Donation Fundraising Campaign

Thanks to you and the efforts of many, we just finished a busy and successful summer season and a very exciting year of construction and important vehicle donations. Many of you visited the museum and were impressed by the new front brick façade and the display of vehicles. As many of you know we are in the final phase of completing our museum and this is very exciting. The exterior of the 12,000 square foot addition is complete and now we need to finish the interior. It will include a 1930's dealership, bathrooms, elevator, offices, conference room and library and will also provide room for vehicle winter storage, thus providing additional income to cover our operating costs. Our goal is to finish the ground floor in the next 6 months and to have it ready for vehicle storage and finished by next summer's show season.

Friend, this is where I need your help and why this appeal is directed to you. We need funds to finish this final phase. The great news is that this week a Benefactor of the Museum has stepped forward with a matching donation pledge that every dollar you donate will be matched up to a cumulative total of \$20,000! This is a fantastic kick start for the project to move forward and see our wonderful museum completed after many years and the efforts of so many over the last 15 years.

I count on you to take advantage of this win-win opportunity. The pledge is available until December 31, 2017, so time is of the essence. Please fill out the form below and send your donation to **NWVCMM, PO Box 15, Salem, OR 97308-0015** and remember it will be matched dollar for dollar so it will go twice as far! We are a 501 (c) (3) non-profit organization so your donations are tax deductible. Don't forget to look into the Oregon Cultural Trust as well, which may provide you with additional tax benefits.

Your contribution will finish the Museum!

Sincerely,

Tom Ruttan

President of the Board of Directors

PLEASE ACCEPT MY DONATION IN THE AMOUNT OF \$ _____

I understand my donation will be matched up to the cumulative total of \$20,000 for the purpose of helping finishing the interior construction of the Northwest Vintage Car and Motorcycle Museum in Brooks, Oregon. The museum is a 501 (c) (3) non-profit organization and donations are tax deductible.

Name _____

Address _____

Phone Number _____ Email _____ Today's Date _____

A Big THANK YOU to Our 2017 Docents!

By Eric Olson

Lots of work goes into every aspect of the Vintage Car and Motorcycle museum, but the important work of docents is visible to the public. Many of the docents are members who also do other jobs for the museum. This list of members who have served during the 2017 season may look long, but when you consider that we are open for about 50 shifts and half a dozen events during the summer, you can imagine that we can always use more. Let me tell you about docent Ray Hansen who is retiring from the board. Each year he has made a master chart to keep track of the docent shifts for the season and which is kept in the museum. Then he has signed up for one Sunday afternoon per month on the chart. He has been doing this for years, a great comfort for the docent coordinator. Thanks, Ray!

Jack Adams	Martin Harding	Marilyn Kongsle	Eric Olson
Don Blain	Bert Harrison	Gary LeMaster	Andy Ottolio
Joanne Blaine	Lucy Harrison	Rusty Medearis	Don Petersen
Marty Boehme	Don Hart	Connie Miller	Bob Pipkin
Paul Borgeois	Bill Hellie	Stephen Miller	Tom Ruttan
Mike Bostwick	Jerry Grulkey	Dave Mulheron	Lou Tauber
Rosemary Bostwick	Sandy Grulkey	Doug Nelson	Gene Walker
Don Feller	Jim Hays	Kay Nelson	Stephen Zelinski
Ray Hansen	Steve Johnson	Marshall Nelson	

Western National Ford V8 Meet

By Mike Bostwick

The Museum hosted the trailers for some of the V8 members attending the meet. We had trailers and people from Washington, Idaho, California, Arizona, Nevada, Missouri, Texas, and Nebraska. The majority of the cars were driven to the meet from all over the country. Many Museum Members attended the Meet; Steven and Connie Miller, Mike Bostwick, Don Petersen and a few more came to visit the Concourse including Ed Weber, Andy Ottolia, Eric Olson and there may have been others. We should congratulate Steven and Connie for winning third place in the Touring Class with their 1933 Ford Woodie (pictured).



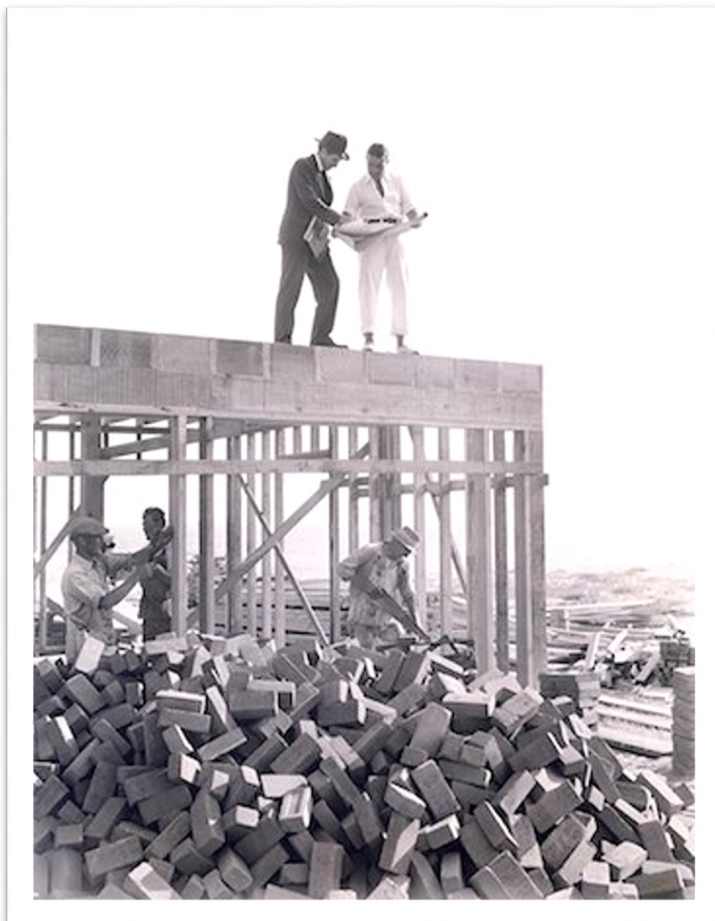
Building Construction Update

By Gary LeMaster

As many of you know, funding for the addition to the front of the museum has been slow. The Board of Directors submitted grant requests to several organizations this past spring, with minimal success. We have received various levels of donations for as little as \$30 or more from museum members, to \$5,000 from the Autzen Foundation. The one grant we were hopeful of obtaining was from the Murdock Foundation for up to a possible \$250,000. We were not successful in getting this grant. As a result, we need to come up with alternative forms of funding. A method the Museum used in the past was to have members and non-members purchase portions of the initial building. We are implementing this program again to raise additional funds. At the right you will find our "Construction Menu," a list of items which have been broken down into smaller portions, small enough for anyone who wishes to donate, can. Simply select a single item or multiples of a single item, make a check out to the "Northwest Vintage Car and Motorcycle Museum" (NWVCMM) and indicate on the "for" line of your check what it is you are purchasing. If it is easier, just enclose an additional sheet of paper outlining your purchase. Mail your donation to NWVCMM, PO Box 15, Salem, OR 97308-0015. After completion of the building, a plaque will be posted listing the names of all those who donated.

To recap current construction, we have completed the exterior walls, installed studs on the exterior walls, installed insulation in the second floor ceiling and on the west wall, installed a fire sprinkler system, installed exit

stairs and interior stairs, installed sub-flooring on the second floor and paved and striped the parking in front of the building. In order to complete construction we need approximately \$480,000. These funds will provide for flooring systems, interior wall systems, interior ceiling systems, electrical, HVAC, sewer installation and connection, restrooms, elevator, painting and some new furniture. Any assistance you can provide will be greatly appreciated and will create a first class museum you will be proud to be a member of. If you have any other proposals for fundraising, contact any of the Officers or Directors listed in the Messenger with your ideas.



This is NOT a photo of the construction on the Nelson Building. We have easier (and safer) ways to make things happen in this day and age, and by golly, you can make it even easier by buying some lights or flooring or a doorknob or two!

Construction Menu

All items served with gratitude and a smile.

ITEM	COST (labor included)	TOTAL NEEDED
Carpet Tile	\$150 for 50 SF \$300 for 100 SF	5,350 SF
Suspended Ceiling Tiles w/framework	\$200 for 50 SF \$400 for 100 SF	6,000 SF
Framing Interior Walls	\$125 for 50 SF \$250 for 100 SF	6,084 SF
Sheet Rock	\$50 for 50 SF \$100 for 100 SF	12,168 SF
Lighting 2x4 LED Lensed fixture	\$125	28
Lighting 2 lamp 32 watt	\$100	22
Lighting 6" LED can light dimmable	\$25	92
Toilet	\$349	7
Sink	\$80	9
Urinal	\$150	4
Hard floor tile	\$95 for 50 SF \$190 for 100 SF	1,370 SF
Painting	\$40 for 100 SF \$200 for 500 SF	12,168 SF
Interior Office Doors w/frames	\$250	13
Interior Office Door w/frames double doors	\$400	2
Door Hardware	\$40	15
Electrical	\$100 blocks	Blocks needed: 750
Elevator	\$100 blocks	Blocks needed: 74
HVAC	\$100 blocks	Blocks needed: 400
Building Front Signage	\$100 blocks	Blocks needed 25
First Floor Etching, Coating & Polishing	\$150 for 50 SF \$300 for 100 SF	6,000 SF
Sewer Tank and Connection to Sewer Line	\$100 blocks	Blocks needed: 150

1930 Cadillac a Rare Gem at Forest Grove Show

A unique automotive specimen arrived in Forest Grove Sunday, July 16: a 1930 Cadillac 353 Town Sedan with a custom Fisher body and V8 engine, of which only 880 were ever produced and few are known to exist today. The gleaming black rarity added to the collective sparkle of classic cars at the 45th Forest Grove Concours d'Elegance at Pacific University — and marked the first time the car has shown in the Pacific Northwest.



Andy Ottolia, Eric Olsen, Bob Farwell, Doug Nelson, Rick Simmons, Jim Hayes, Don Peterson, and Gary LeMaster at the Texaco Station with the 1930 Caddy.

The 1930 Cadillac is part of The Northwest Vintage Car and Motorcycle Museum's collection. A volunteer-run nonprofit, the museum strives to preserve pieces of American history while educating and inspiring the public, especially youth. The group's teen mentoring program, Speedster, teaches teens in the Salem-Keizer school district to build classic roadsters. Earlier this year the museum received a hefty donation from the collection of auto restorer Jack Hunley's daughter — three classic cars, including the 1930 Caddy.

"It's an old restoration but it looks like it just came off the showroom floor," said Don Petersen, a volunteer at the museum. "It's quite an automobile." Despite its rarity, Petersen said the V8 Cadillac is worth about \$88,000 — less than half as much as its V16 counterparts.

In early 1930, Cadillac introduced the first V16 (16 cylinder) engine in America, producing just 3,250 V16-powered cars, compared to 11,000 V8-powered models. The new engines could propel a two-ton car to over 80 miles per hour.

"It was a major automotive accomplishment that was met with great fanfare in shows here and all over the world," said Andy Ottolia, museum docent and classic car expert. "The engine was a masterpiece of smoothness, quality and aesthetics." In general, Cadillacs were a much rarer, more expensive vehicle compared to the Ford model A, which sold 1,150,000 in 1930, said Ottolia.

At the time it was built, the V8 Caddy — including all its bells and whistles — was worth nearly \$4,000, Petersen said, 10 times the price of a Ford Model A or the average price of a new home during the Depression era. Because of its expensive price tag during a period of economic hardship for the country, very few of the cars were ever built.

"Production was very low on classic cars ... people had no money during the Depression," said Ottolia. "Very few of the heavy-bodied Cadillacs were built in 1930."

Hunley restored the car in a three-year process during the early 1990s. After the restoration was complete the car won many awards, including the Antique Automobile Club of America National Class Champion in 1994. Eventually Hunley passed away, leaving his classic car collection to his daughters, Christina Trollinger and Pat Boyd, who donated the cars to the Oregon museum 20 years later.

The passage of time took a toll on the Cadillac's engine, and the car remained in the garage for the

last decade. Now, however, the museum finally has it running, and it made its Forest Grove debut last weekend. Under the guidance of Petersen, mechanics Rick Simmons and Bob Farewell spent over 100 hours recommissioning the car after its 20-year slumber, including a carburetor rebuild.

"We had it on our floor but it was just a stationery item," said Ottolia. "The way we have it on display now, it's a feature car and you can drive them. It's quite a thing to see."

The Cadillac weighs nearly two tons and is powered by a flathead V8 engine with 95 horsepower, good for eight miles per gallon — a far cry from that of contemporary autos. According to Petersen, the car is a perfect specimen of the luxury vehicles of America's past, pointing to its early version of adaptive headlights that turn with the steering wheel.

Both Ottolia and Petersen are excited to see the interest the car will bring to the museum.

"Cadillac was the top luxury brand in the 1930s and this car showcases the quality of American workmanship and the design of the classic era," said Ottolia.

Eclipse-Seekers Enjoy Powerland Grounds, Museum

By Don Blain

The Museum hosted a number of campers on the 19th thru the 22nd of August. The campers enjoyed their stay at Powerland and we had many of them come through our Museum and liked what we have done so far. Many of the visitors that came through the museum had many stories about the cars they had in the past.



Speedster Program Starts New Year

By Don Blain

Classes for the 2017-18 Speedster Program began on Thursday, September 14th, with 5 students and 13 mentors in attendance.

Projects that will be worked on this year include:

1928 Model A Roadster

1926 Model T Roadster Pickup

1955 Buick 4-door

There is still room for more students. They must be 16 years old or older, have their own health insurance and transportation to and from class. Interested parties can contact Don Blain at 503-871-8696 or email to talulatouring@msn.com for more information.

We are looking forward to another successful year with students and mentors.

A Visit to the World of Speed Museum

By Marty Boehme

Ever see the skeleton of a post WWII Belly Tank Lakester? Well, the World Speed Museum in Wilsonville, OR has one! It's there to see in an out-of-the-way alcove. The shape is that of an aluminum 350 gallon belly tank that's very streamlined and was used on many War Birds to increase their flight range. It's about 15 feet long with a hand-made chassis that fits inside the tank's bottom half. The motor looks like a flat-head V-8 Ford. No suspension for the back axle. The front axle has a transverse leaf-spring. Quite a bit of home-made engineering went into its construction.

This was just one highlight of all there is to see at this two-year old museum. This 2017 summer's featured exhibit is "Muscle Cars: Power and Style for the Masses." Upon entering the hall, the first thing one sees is the all-black new Dodge Challenger with its 707 HP motor. This car is so expensive that a dealer will tell you that most buyers don't use it as a "daily-driver."

As a visitor keeps walking, the Detroit iron starts with the Mopars. Then it's the GM cars and finally Ford. The only "rogue" is the AMC muscle car of that era. All the familiar nametags are there:

Barracuda, Firebird, GTO, Torino, Chevelle, Super Camaro - all from the 1960's. About 18 cars are on view.

Adjacent to this exhibit are two Mickey Thompson's remarkable Salt-Flat cars. His 1960 "Challenger" is a 16-foot car with each of the four wheels driven by its own 700 HP V-8 engine. Top speed: 406.96 mph! You see his other smaller car that's driven by a two-cylinder blown engine made from a quarter of the typical V-8. Imagine the engineering that went into that car that clocked-in at 106 mph.

The museum has three race car simulators that costs a visitor something per minute to drive. Each has the driver sitting about eight feet from a curved screen showing the racetrack. Here, you are allowed to crash.

The motorcycles on exhibit presently features race bikes that number about 12 to 15. This display replaced the first offering of dirt-track bikes that were present when the museum first opened. If you were a fan of the Clackamas Sidewinders Motorcycle Race Track in the old-days, you really missed a memorable exhibit. It will probably appear again in the future.

The museum's back display area has several features. There are three open-style speedsters, a group of five modern Indy cars and an exhibit of very, very early Indy racers. About the only "vintage" cars seen were two – a 1935 slightly modified four-door Ford Phaeton soft-top and a 1930's Willys gasser.

This exhibit will end towards the end of this year. It will be replaced by a short-time exhibit of Corvettes. Next summer's exhibit will feature the Porsche.



Photo by Marty Boehme

The Toy Box

By Chip Hellie

This installment is something from England. A racecar transporter with cars all made by Lesney. The transporter is a Matchbox King Size. It sports a double rear deck in which two proper racecars can be stowed.

The racecars are also Lesney, the number 3 car being a later Matchbox series Lotus. The number 73 car is an earlier Lesney before they became Matchbox toys. It's a lovely Shark nose Ferrari.

If you're in your 50's or 60's you no doubt had, or at least knew about Matchbox toys. Nicely detailed but not so much as to make them not seem like a play toy. Too much detail usually means early breakages and you're too afraid to play with them.

These are great, inexpensive toys to collect and not hard to find. However try to find the best examples you can. They are plentiful enough that you won't have to settle for chipped up, broken or missing pieces examples.

A mint toy can bring \$100.00 especially in its original box. A worn out version of the same toy might be had for only \$5.00 so be careful and do your research if possible before purchasing. I beat mine to bits when I was a boy so it's fun to find perfect examples to replace old memories. Usually they were Christmas memories as by Easter they were toast.



Rusty Madeares turns 80!

By Mike Bostwick

Rusty is one of our members that is there and not there, he does an amazing amount of work behind the scenes. Please thank Rusty for all his work and congratulate him on turning 80, he is ahead of some of us but trying to catch up with others. Thank you and congratulations, Rusty!



"Hey, Mister!"

No, really, the mister at the Texaco Station was a big hit at Steam-Up. Thanks to Ed Weber for the great photo!



"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

- | | |
|-----------------------------------|---|
| October 18 | Member/Board meeting, 10 am to noon at Texaco Station. |
| November 15 | Member/Board meeting, 10 am to noon at Texaco Station. |
| December 2 | 6:30 pm - Annual Movie Night at Display Building. Members and guests welcome! |
| NO Board Meeting in December 2017 | |
| January 20, 2018 | First Member/Board meeting of the new year. 10 am to noon at Texaco Station. |

MEMBER/BOARD MEETINGS are the 3rd Wednesday of each month, 10 am at the
Texaco Service Station on the Powerland grounds. Everyone is welcome!