

Messenger

Volume 17, Issue 1

EDUCATION IS OUR PURPOSE

www.nwcarandcycle.com

January – March, 2019



OPEN HOUSE SHOWS OFF NEW BUILDING, MEMBERS

photos by Mark Moore, resident photographer



Left: A peek at the Nelson Exhibit Hall: The 1909 Cadillac ("Jeannie"), 1930 Cadillac, and 1927 Indian Ace 4.

Below: Visitors to the open house checked in on the Speedster class projects.



Andy Ottolia addresses the troops, most likely thanking them for their time and asking them to continue their commitment to this fine museum!



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Letter from the President

By Tom Ruttan

The big news as we head into the New Year is that we have finished the interior of the first floor of the new addition to the Nelson Exhibit Hall

and we have the occupancy permit from the county! This means that we are now free to use this facility for Museum functions and activities. We are open for business! We have not wasted any time putting this new addition to good use as we hosted Powerland's Annual Meeting in November and our annual Movie Night on December 2. We have also moved several of our show cars and motorcycles in to the dealer showroom in the southwest section of the new addition to give it that "old time" dealer showroom look that has been part of your museum's vision since we first started planning and designing the Nelson Building. Those of you that attended one of these events, or one the recent car club events held here can attest to how great this new facility looks. Those of you that haven't seen it yet, plan to attend one of our upcoming events and check it out! It has required a lot of hard work and generous donations from many of you over this last year. Those of you who donated to the Director's Matching Fund



Donation Drive as well as continued major donations from the Nelson family helped to make this a reality. Thank you! We still need donations to furnish and

set up the interior space so please consider additional donations if you can. Many of you also volunteered your time to work on the many tasks needed to complete the project, from painting walls and floors to installing bathroom fixtures, so I thank you for all your hard work. I want to especially thank Gary LeMaster, who was the Construction Manager, which meant he was responsible for managing and coordinating all the construction work and contractors for this project.

This also meant that he was "hands-on" and completed the many tasks that were not part of the contractor's work. This was nearly a 7-day-a-week job for him most of this last year. Gary thought he was retired until he walked into this volunteer assignment. Thank you, Gary! I hope everyone had a great holiday season and had a chance to spend quality time with family and friends. It should be a great year coming up for your museum so come on out and join the fun!

Newton Family Contributes to Library

By Doug Nelson

The family of Tom Newton, a member who passed away in 2012, has donated a large amount of magazines and books to the Museum. His daughter Darcy and his widow Darla Newton offered them to the Museum. They range from magazines on Nash, Continental, Packard, Studebaker (all cars that Tom had in his lifetime),

Collectible Auto, and the Automobile Quarterly. The Museum accepted these magazines to our library. We can use them, display them, or give them away. Thank you to the Newton family for your generous donation.

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Welcome New Board Members Drake Rosling & Tom Winterrowd

By Tom Ruttan

I have the pleasure to announce that we have two new board members who have joined the Museum Board of Directors. Those of us on the board are really pleased to welcome Drake Rosling and Tom Winterrowd to the board.

Drake has been a member of the museum for several years and has shown a lot of enthusiasm for the Museum. He owns a company that supplies material, tools and services to building contractors. He has been a collector of vintage and custom cars for many years. He brings a lot of business experience, knowledge of the construction industry and a genuine enthusiasm of the old car hobby to the Museum.

Tom has recently become a member of the Museum and has been volunteering as a mentor for the High School Speedster program during this school session. He wants to see that the students have a meaningful experience in the program and tries to motivate them by making their time with us fun and memorable. Tom brings a lot of business and financial experience to the board and has served on other boards for car clubs and volunteer organizations. He is also a rabid enthusiast of old cars!

Welcome Drake & Tom!

Speedster Class Update

By Don Blain

This school year we have been averaging 3 students each week. We do have a potential student who could be joining us February when he turns 16. Work is continuing on the Pie Wagon and the Model A Coupe. We hope to be able to complete one of these projects by the end of this school year. An air compressor has been donated to the school. We will be cleaning it up and we have a member who has volunteered to get it running for us. This will be a great asset to the school. Tom Winterrowd and Don Blain have continued to work on the school bus in the Museum and hope to have it running by the summer. This vehicle is unique and people enjoy looking it over.

If you know of a student (must be 16 years old) who would benefit from the Speedster program, I would appreciate your letting me know. We are always looking for new students. I can be reached at 503-871-8696 or email: tululatouring@msn.com.

2018 a Year of Accomplishments 2019 to be the Year of the Volunteer!

By Andy Ottolia

Certainly 2018 was a year of many accomplishments and we have you to thank. Our Speedster program just celebrated its Ten-Year Anniversary helping at-risk youth in our community. Over 300 young men and women have enriched their lives through our program. Currently we are building three classics: A 1929 Ford A Roadster, 1926 Ford T Roadster Pickup and 1928 Chevrolet Pie Wagon.

Over \$250,000 was raised by a large donation from the Nelson Family and our Matching Funds Campaign. More than 50 Members donated funds to insure completion of our construction project during the winter. Our facilities are member-owned, and we are



Volunteering makes a difference! Neil Beutler and Tom Ruttan scrape dirt to prep for painting.

free and clear. We have no paid employees!

A beautiful brick facade and 12,000 square feet were added to the front of our building to be named Nelson Exhibit Hall. The completed first floor boasts

a 1930's dealership with period lighting, a spacious conference center, gift shop and first-class restrooms.

This summer's automobile and motorcycle displays received much praise as perhaps our best so far. Fan favorites were the "barn finds": The 1936 Terraplane, 1919 Ford T Schoolbus, 1926 Pontiac, and the 1927 Indian 4 motorcycle.

Our success this year is indebted to our volunteers' hard work. About 10 members devoted themselves on a weekly basis at the Museum. This includes the mentors in the Speedster program which meets weekly on Thursdays. The Board of Directors meets once a month on the 3rd Thursday at 3 pm.

During the summer about 20 members stepped up and became docents watching over the collection during the summer months that we are open on Saturdays and Sundays. In 2019 we will need an extra docent per shift to cover the 6,000 sf addition!

The summer is a very busy time, and this is where we will need your help. Planning and staffing of all the events that are scheduled is a daunting task. You have made many suggestions on what future shows and events to host here at the Museum, but all this requires a workforce way beyond current capacity.

If just 10% of the membership gave just one day a year to the museum as a volunteer all museum program and event duties would be filled and covered. Can we count on you? Please, step up and help us make 2019 a year to remember!

2019 VOLUNTEER OPPORTUNITIES

Contact Andy Ottolia at gosurfhi@gmail.com for more information or to sign up to help this coming year in one of these events.

- Speedster Program Mentor
- Summer Docent Duty
- Steam Up Weekend Committee
- Rendezvous Committee
- Forest Grove Concours Committee
- Display Committee
- Building and Grounds Maintenance
- Summer Show Circuit Committee

Gary LeMaster Named First-Ever Volunteer of the Year

By Tom Ruttan

It is not very common that we talk about a Volunteer of the Year but in this case, we want to bring your attention to a very special museum volunteer who has completed an extraordinary job this year.

Gary LeMaster, the Museum's Maintenance Chairman and Paver Stone Coordinator has also served as Construction Chairman over the past several years. As most of you know from reports in the Messenger and visits to the Museum, we have been working

very hard to complete the first floor interior of the front part of the Nelson Exhibit Hall. Because of the generous donations of many of you, we raised the funds to finance this project. It was Gary who applied these funds to coordinate and supervise all the works of contractors and volunteers to "git-r-done" and complete the interior of the first floor this last year. It was an enormous task that required many hours of on-site work, traveling to suppliers to pick up material, visiting the county building department offices and plenty of at-home work/worry. This project has consumed much of Gary's time in 2018. At the height of the activity in the spring and summer it was close to 12 hours a day 7 days a week. Gary came to the Museum board and to this assignment very well qualified as he had been a construction supervisor for the US Post Office before retirement.

For all this great work Gary is our Volunteer of the Year for 2018.



2018 Docents Did Dandy Duty!

By Eric Olson

Before 2019 gets too far along, let us thank the docents who worked weekends and events at the Northwest Vintage Car and Motorcycle Museum in the summer of 2018. These members are the face of the Museum for the public. I was out with surgery early this past season, so Andy Ottolia organized the docent crew for the summer. He was very effective in getting the season planned and started. Now that the larger building is completed, the Museum will need a dedicated cadre of docents for this coming summer to safely and appropriately display the Museum and its machines. Think about your own love for people and for cars and motorcycles as you consider your plans for the summer. The docent signup chart will soon be available for docents to commit a few days to the Museum. Our most dedicated docents choose one day per month from June to September to share the Museum with the public.

THANK YOU TO OUR 2018 VOLUNTEER DOCENTS:

Neil Beutler
Don Blaine
Joanne Blaine
Mike Bostwick
Rosemary Bostwick
Mick Brenden
Jerry Grulkey

Ray Hansen
Jim Hays
Bill Hellie
Steve Johnson
Gary LeMaster
Rusty Medearis
Connie Miller

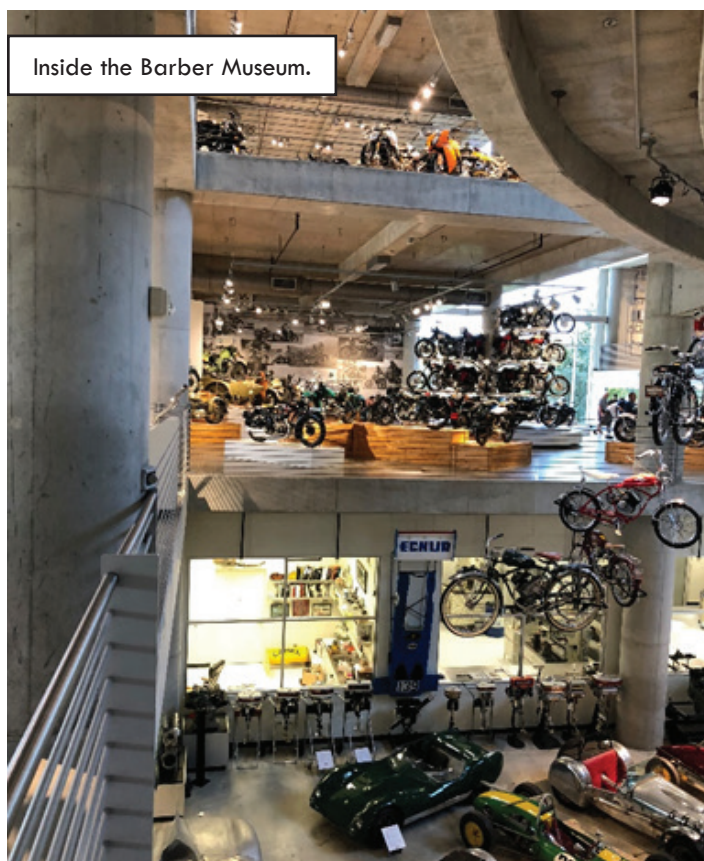
Stephen Miller
Doug Nelson
Eric Olson
Nils Olson
Andy Ottolia
Pat Patterson
Stephanie Patterson

Bob Pipkin
Tom Ruttan
Lou Tauber
Gene Walker
Ed Weber
Mary Weber
Tom Winterrowd

A Trip to the Barber Vintage Motorcycle Festival

By Tom Ruttan

Every October for the last 14 years, the Barber Motorsports Museum in Birmingham, Alabama holds a Vintage Motorcycle Festival. In addition to the Barber Museum as the centerpiece of the event, there is a vintage motorcycle race put on by the American Historic Racing Motorcycle Association (AHRMA), a large swap meet, bike shows, seminars,



vendor displays and a bike auction. This has been on my bucket list for some time, so I decided this was the year to do it! For three days this October (October 5 - 7, 2018 to be specific) I attended this amazing event.

First a little background on the museum. George Barber, who is a successful Alabama businessman and entrepreneur, started with a private collection in 1988 and had the vision to create one of the great motorsport museums in the world. The Barber Museum is now the largest motorcycle museum in the world with over 1600 motorcycles and vintage racing cars. It was established in 1994 and moved to its current location in 2003. The 230,000 square foot building, consisting of 5 levels, is a work of art. It has an ultra-modern look to it but does a wonderful job of displaying vintage

machines dating back as far as 1904 up to modern production and racing motorcycles. It is situated on the 880-acre Barber Motorsports Park that includes a world-class 16 turn, 2.38 mile car and motorcycle road race track, a proving grounds, and an off-road race course. The road race track can be seen through the large windows of the museum.

This was my first time in Alabama and I was impressed with the beautiful green countryside around Birmingham as well as the spacious, uncrowded land in and around the Motorsport Park. It was fitting for the occasion that the rental car company gave us a new Dodge Charger with a 5.7L Hemi V-8 380 HP motor. It made for lots of fun commuting to the festival!

This was a well-attended event with thousands of spectators, a large portion who rode there on motorcycles. Despite the crowds, it was well organized and easy to see all the events, thanks to a constant stream of shuttle buses. I was quite impressed with the swap meet's size and wide variety of parts, bikes and different brands. It had grown so much that they had to put it in two areas, each of which is bigger than most motorcycle swap meets I have attended on the West Coast. The event was sponsored by Triumph Motorcycles, so Triumph had a large presence in the vendor area along with a lot of other interesting motorcycle product booths. Royal Enfield (now a company owned and located in India) had a very impressive display of their current machines, including their new 750cc twin Interceptor model. I thought they did a good job with this design and it looked great.

The Antique Motorcycle Club of America (AMCA) had a nice bike show made up from vintage bikes from local AMCA chapters in the region. Motorcycle Classics magazine sponsored another bike show as well along with judging and trophies presented. I also attended several seminars, including wheel building by Kenny Buchanan from Buchanan Wheels & Spokes and British motorcycle maintenance and restoration by John Healy of Coventry Spares and Don Hutchinson of Hutchinson Cycle. Bonham's held a vintage motorcycle auction during the festival and I managed to keep my hands firmly in my pockets and not buy anything. It was not without temptations however, including a 1947 Triumph Tiger 100 and a 1936 Brough Superior SS80.

If you ever get the chance to attend this festival or to just visit the Barber Museum, don't pass it up!

The Toy Box

By Chip Hellie

Photos by Susie White

Collectors can be a strange lot and the more serious the collector, the more the rules of do's and don'ts apply. Serious collectors will not have a repainted toy. They'd rather have scrapes and scratches than a perfect respray. Of course a perfect original paint toy everyone would prefer however that's pretty much an impossibility on an antique toy. It seems funny to me where a nice original finish toy can be worth say \$500.00. If it's a repaint you're looking at maybe \$75.00. I think this bias is often undeserved and many collectors don't really know why repaints are valued for so much less. They just go along with it.



Here we have a pair of Wyandotte pressed steel sedans. The left one has its original finish.

There are two reasons why I believe there is such a difference in values. First reason is the main reason and makes sense and is likely what started it all. Some toys were not painted but the finish was printed on like a soda pop can. If that finish should fade or get scraped off then in a repaint you would lose all the wonderful images. All the neat details and things like passengers' faces etc. Like the State Police Siren car pictured. Rattle-can paint it all in black and ooh, yuck! It's lost so much charm that it's easy to see why it's less desirable. The second

reason is on toys that were originally a single solid color, most repaints are done in Oliver tractor green! The quality of the repaint is usually poor. Toys seldom are taken apart and details are oversprayed. So this hurts the toy's value also.

Now here's the argument. What if the toy is a solid color toy originally? It is taken apart and painted to a level equal to the original finish and also repainted in the exact color as it left the toy factory. You've returned it to its exact condition as when new. It's like restoring a real car to new showroom standards. Really shouldn't be any different. Toy collectors are too hard on restored toys and put them down for all the wrong reasons. Maybe they'll come around someday if they already haven't to some degree.

The State Police Siren car is by Courtland toy company of New Jersey. Fairly rare toy with lots of charm. Don't paint it!





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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

Speedster Class and Member work days, 9 am to 3 pm

Jan. 10, 17, 24, 31 Feb. 7, 14, 21, 28 Mar. 7, 14, 21, 28 Apr. 4, 11, 18, 25

Other dates of note:

Jan. 17 Member/Board Meeting, 2 pm at Nelson Exhibit Hall
Feb. 21 Member/Board Meeting, 2 pm at Nelson Exhibit Hall
Mar. 21 Member/Board Meeting, 2 pm at Nelson Exhibit Hall
Apr. 4-7 Portland Swap Meet
Apr. 18 Member/Board Meeting, 2 pm at Nelson Building
Apr. 20 Annual Member (and guests) and Volunteer Appreciation Potluck

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