

From: [Beth Caster](#)
To: [Heather Richards](#)
Subject: Concerns and Opposition to Gwendolyn Hotel Project for Historic Commission
Date: Wednesday, January 4, 2023 4:52:06 PM

This message originated outside of the City of McMinnville.

Dear Commissioners,

I respectfully submit this testimony in opposition to the Gwendolyn Hotel Project.

I have been a resident of McMinnville since 1994. I am a licensed REALTOR in the state of Oregon. I am also a building owner and business owner.

I have read the criteria for the demolition application and believe that while there are many issues as yet resolved, the most glaring and troubling is this:

One of the responsibilities of the Historic Commission in granting exceptions and approvals is the "Scale of Project". I find the project:

1. Does not meet this criteria in any way. The sheer size, height and design is NOT in keeping with the "spirit and style" associated with the downtown architecture.

It will tower over Third Street creating a visual barrier and presence that does not reflect the kind of commitment to our spirit of community and preservation of historic integrity.

2. The economic impact of this "high end, luxury" hotel is also not suitable to the scale and nature of our community. The recent announcement that the hotel will be managed by an International Company with no other "Vignette" properties is troubling. Recent closures of locally owned businesses speaks to the difficulty of adequate workforce supply and their housing needs. There is no plan presented that details what kind of workforce will be required, from where they will be recruited or how they can be integrated into our community.

3. The last element that does not meet the standard of "Scale of Project" relates to retail space. There is minimal retail space provided and it will be priced far beyond the reach of a locally owned small business. The struggle of maintaining viable retail space on Third Street is played out every single day as more and more tasting rooms move into once viable retail space. I talk to small businesses nearly every day looking for space on Third Street. As I understand part of the charge of the Historic Commission, maintaining a healthy and strong downtown core is vital.

For these reasons (and others) I oppose this project. I think we only have to look a little further down the street to see what locally owned renovation projects can accomplish. The work to restore the Mack Theater will be expensive and those owners have committed to retaining as much of the historic feel of those buildings as possible. Yes, there will be demolition and they have had to adjust their plans but that development meets the test of "Scale of Project."

I fully respect and support the right of the Baldine family to sell their property and I understand the buildings are in bad condition. AND, I do not believe that our community has to accept this type of development because we are one of the last areas with "cheap property." This is a developer that has no investment in our community or where or how it will grow.

Thank you of your time and your thoughtful consideration.

Beth

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4 January 2023

Heather Richards, Planning Director
Members of the Historic Landmarks Committee.
City of McMinnville, Oregon

Regarding: Proposed Gwendolyn Hotel at 909, 911 and 919 NE Third Street.

I am writing in opposition to the request for demolition permits for the historic buildings at 609, 619 and 641 NE 3rd Street. I am doing so out of respect for what the City of McMinnville, its founders, and the Historic Landmarks Committee has accomplished in the core of your city, through good planning and attention to McMinnville's historic roots.

The City of McMinnville has adopted a Comprehensive Plan Goal to Preserve, and protect sites structures, areas, and objects of historical, cultural, architectural significance to the City of McMinnville. In doing so, the Downtown Historic District was recognized as cultural core of the McMinnville.

The Historic Landmarks Committee and a system of review has been established to "provide for the protection, enhancement and preservation of buildings, structures and other elements in the downtown core, which contribute to its special historic and cultural value." ... "not to create a themed or artificial downtown environment." "Rather... to build on the main street qualities which currently exist within the Downtown and foster a cohesive historic district which reflects a 'sense of place' economic base, and history unique to McMinnville and the downtown core." (Section 17.59.010)

The following are reasons why the buildings at 609, 619 and perhaps 641 NE 3rd Street should be spared demolition at this time.

REASON #1

As individual structures they qualify under three of the four National Criteria for Evaluation.

(See page 2 of this previously submitted document.)

- A. To varying degrees, the three building are associated with events that have made a significant contribution to a broad pattern of McMinnville's History. They represent the first architectural expressions of the automobile era in McMinnville.
- B. The buildings are associated with the lives of two prominent, pioneering families in McMinnville, the Fentons and the Wortmans. This is an example of what led McMinnville to develop a political infrastructure and succeed beyond the fortunes of other neighboring town sites.
- C. The buildings, to varying degrees embody the distinctive characteristics of a period of construction.

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Figure 1, 609 NE 3rd Avenue ca 1918

The Odell Building at 609 NE 3rd Avenue dates from McMinnville's Primary Significant Contributing period of 1880-1912. The original design was a thoughtfully composed, well proportioned, carefully detailed, piece of architecture. As such it could be classified as a Craftsman take on a traditional commercial building. When it was built in 1904, it would have been considered a modern structure, designed for the most modern mode of transportation, the automobile. Unfortunately, its facing brick work was covered over by stucco in the 1950's. The 1917 photo above shows that it was home for an Overland Touring Car dealership. At the time the Willys-Overland was a very popular auto, second only to Ford. It was longer, more comfortable, and more powerful than the Ford, and sold for about a third more than a Ford. (See attached Overland history),

The building at 619 NE 3rd Avenue with its pediment and bracketed cornice is a commercial structure of the more traditional Victorian Italianate style. It was constructed between 1912 and 1927 as an extension of the Odell building. While the style is less forward looking that the building at 609 both were built as garages. The 1927 overview of the neighborhood, (figure 3) shows a large "Overland" sign painted on the side of this building below the names "Turner & Christensen".

The building at 641 is a less impressive, one level structure built as a further extension of McMinnville's first auto row. By the 1920's auto related uses took over both sides of the east end of NE 3rd Street and comprised sales, service repair, and auto scraping. When improvements were made to what is now 99W auto row moved away from NE 3rd Street.

Figure 2, 619 3rd Street.





Figure 3, McMinnville's Auto Road 1927

Together these three buildings mark the beginning of the automobile era in McMinnville. The first was built just two years of the arrival of the first car in McMinnville. This was the beginning of a modal influence which continues to shape the City of McMinnville and the nation today.

The Wortman Family

Oregon's automobile era began in November 1899, when businessman E. Henry Wemme received delivery of a Stanley steam powered Locomobile. It caused a sensation in Portland.

In McMinnville the automobile era began in 1902 when another Locomobile was delivered to the Wortman family. The Jacob and Eliza Wortman, pioneers who traveled the Oregon trail in the 1850s, behind a team of oxen, purchased the machine for their grandchildren. The Wortmans appear to have had a fascination for different modes of transportation. Before coming to McMinnville, Jacob Wortman was a riverboat captain operating out of Canby, (south of Oregon City), then bought a store in Junction City when it was thought that that town would become a rail hub. When the rail hub did not materialize, Jacob Wortman moved his family to McMinnville and founded the First National Bank of McMinnville in 1883. The family also owned the first motorcycle and first airplane in McMinnville. Jacob Wortman was elected Mayor of McMinnville in 1887 and 1901 and was active in a local Masonic Lodge, as was his son John and grandson Frank.

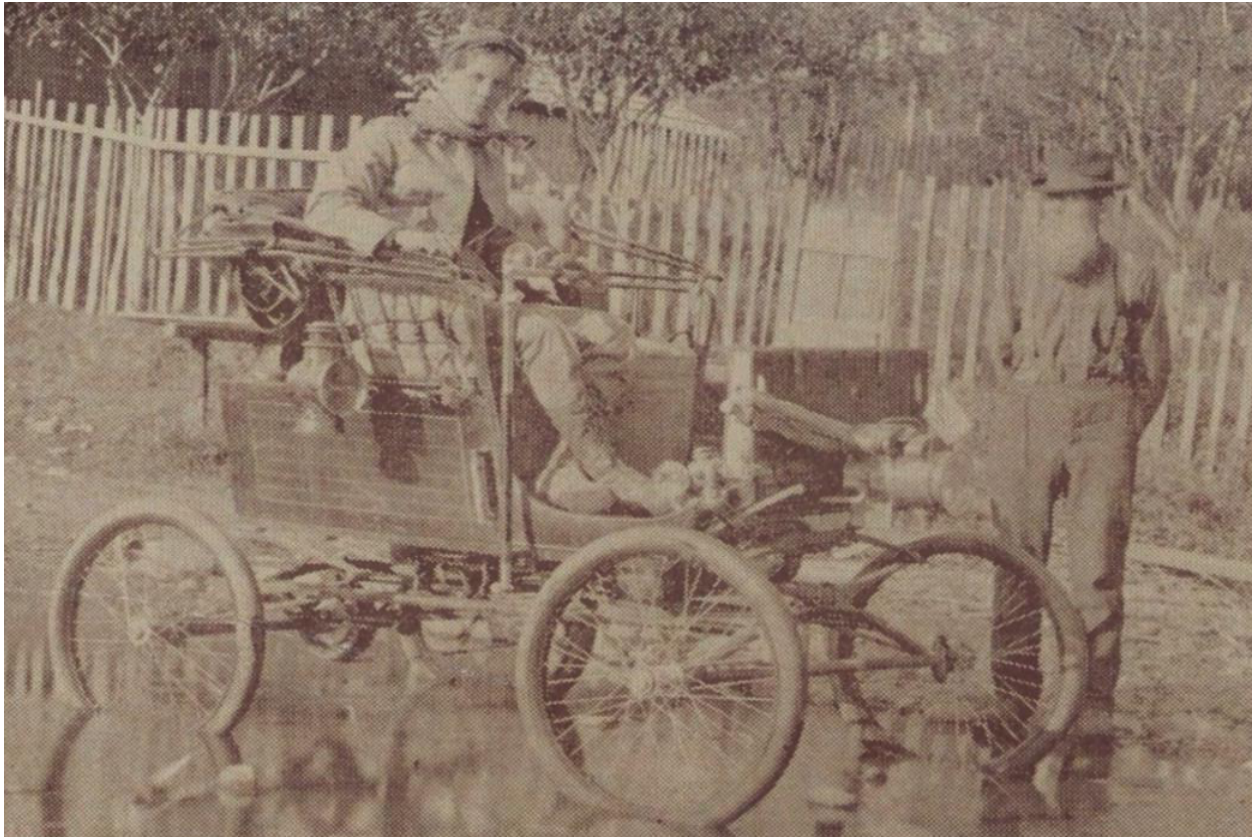


Figure 4, Young Frank Wortman shown in the driver's seat of his 1901 steam powered Locomobile on July 4th 1904. When shipped to McMinnville by his grandparents in 1902 it was the first horseless carriage in Yamhill County.

You can still buy an Overland in McMinnville at Jim Doran's Auto Center, a Jeep Grand Cherokee Overland. The Overland name was revived by a successor owner of the original Overland Car Company. Oddly enough, today's Christensen Auto is located directly across 99W from Jim Doran's Auto Center.

Grandsons Frank and Ralph Wortman delighted in their Locomobile which may still be on display at McMinnville's Key Bank. Frank later owned a Willys-Overland. His 1918 Touring Car can be seen parked in front of the newly completed Jameson Hardware Store across the street from the Overland dealership.

Figure 5, Frank Wortman's 1918 Overland



Frank W Fenton

Frank Fenton, a prominent attorney had the 609 NE 3rd Street Odell building built for him and possibly the 619 NE 3rd Street building as well. He moved his practice from Lafayette to McMinnville when the county seat was relocated to McMinnville. His career and life overlapped the Wortman Family in the local banking world and McMinnville's fraternal organizations. Fenton was a director of the McMinnville National Bank. He was also a member of the Masonic Temple in McMinnville at the 32-Level. Jacob Wortman was Mayor of McMinnville when Fenton undertook construction of the Odell building although Wortman died as it was being completed.

As the owner of the 609 and 619 building, Fenton may have been instrumental in obtaining the Overland dealership as a tenant for those locations. Fenton's biography is attached.

REASON #2

Preserving the three buildings will strengthen the continuity of McMinnville's Downtown Historic District.

Over 35 years ago the City of McMinnville has committed itself to the conservation of a Downtown Historic District. That district was given recognition by the Department of Interior. Subsequently the DOI issued criteria defining critical characteristics of a Historic District. (These criteria have been entered into the record. Refer to page 11 of the Criteria Brochure.) They state in part, "A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development."

While the razing of these three building alone may not disqualify McMinnville's Historic District from the National Register it does not reinforce or conserve the historic character of the district, which is the goal to which the Landmarks Committee is principally committed. Quite the opposite is true.

If demolition is allowed:

1. It may to stand as a precedent it may encourage further demolition of contributing resources and ultimately mean the loss of part, or all of the historic district.
2. It allows the infill developments which are grossly inconsistent with the historic character of the district.
3. It will diminish the concentration, linkage and continuity of the district and isolate other significant contributing resources in the district.

Ordinance 4401 defines "Demolition: To raze, destroy, dismantle, deface or in any other manner cause partial or total ruin to an historic resource."

The Figure 6, on the next page shows streetscape and historical continuity which, in this case, should be the committee's goal. (Add street trees. Delete overhead utilities.)



Figure 6, 3rd Street Looking West, ca. 1919

REASON #3

The current scheme is not appropriate for the Historic District site and significant problems have not been adequately or straightforwardly addressed.

1. Legitimate concerns have been raised about the massing of the project.
2. Critical issues of queuing for guest drop-off and pickup have not been addressed.
3. In the past the city has not allowed the dedication of curbside parking on NE 3rd Street. This raises the concern of the lobby's orientation.
4. Traffic impacts on adjacent and neighboring streets have not been adequately addressed.
5. Fenestration and other elements of the proposed project's architectural vocabulary are not appropriate for the Historic District.
6. The proposer may be correct in their estimate of positive economic impact of such a large project. But it appears from several viewpoints that there are other more appropriate sites in the City of McMinnville.

REASON #4

The claimed economic hardship is partially self-imposed

1. This is a difficult and costly project but most of the historic projects along NE 3rd Street are.
2. In an earlier letter I mentioned that I had toured the western 4 lots on this block at the request of prospective buyer. In total our team surveyed that property and two other properties for 2-3 buyers, all appeared to be more qualified than the current developers. All lost interest when they learned that the owners of the four western lots were unwilling to include the two lots fronting on NE 4th Street. I would not be surprised to learn that the same concern was addressed by the current development team, and they opted push the massing of their project toward NE 3rd Street and develop costly below grade parking.

To be clear, the owners of the property can choose to sell or keep whatever property they wish, however their claims of economic hardship should be weighed against their choices and the impact on the values of the Historic District.

3. Before approving a demolition permit, the committee should compare the scope of the proposed project with the developers track record to avoid a substantial hole in the Historic District. It may be to everyone's benefit to reappraise a well-intentioned proposal in the face of today's economic uncertainty before authorizing demolition.

REASON #5

A different approach and alternate solution should be explored.

The Secretary of the Interior's Guidelines for Restoring and Reconstructing the Historic Buildings have been entered into the record earlier. If those two sets of guidelines are applied to at least the facades of three historic buildings and the site enlarged to the north a more fitting and more economical solution may be possible. The guidelines also address the issues of setback and height of additions above historic buildings.

The pictures below show a group of historic buildings in Portland where the Secretary's guidelines were applied. The building in the foreground was carefully documented, dismantled, and **reconstructed**. The other buildings to the right were successfully **restored** and seismically upgraded in situ.



Figure 7, Historic Building Rebuilt.



Historic Buildings Restored and Retrofitted.

CONCLUSION

Denial of the Demolition Permit and Design Review Requests is currently the most effective way to preserve the Historic value of the three buildings in question and the Historic District. Denial will also allow the applicant to develop an alternative proposal which is committed to McMinnville's core historic values and addresses serious project impacts which have been identified.

The histories linked to the site should be more thoroughly researched and documented.



Figure 8,
609, 619, and 641 NE 3rd Street, McMinnville, 1927

Thank you for this opportunity to comment.

Sincerely yours,

Ernie Munch, Architect

Member

MAP Architecture

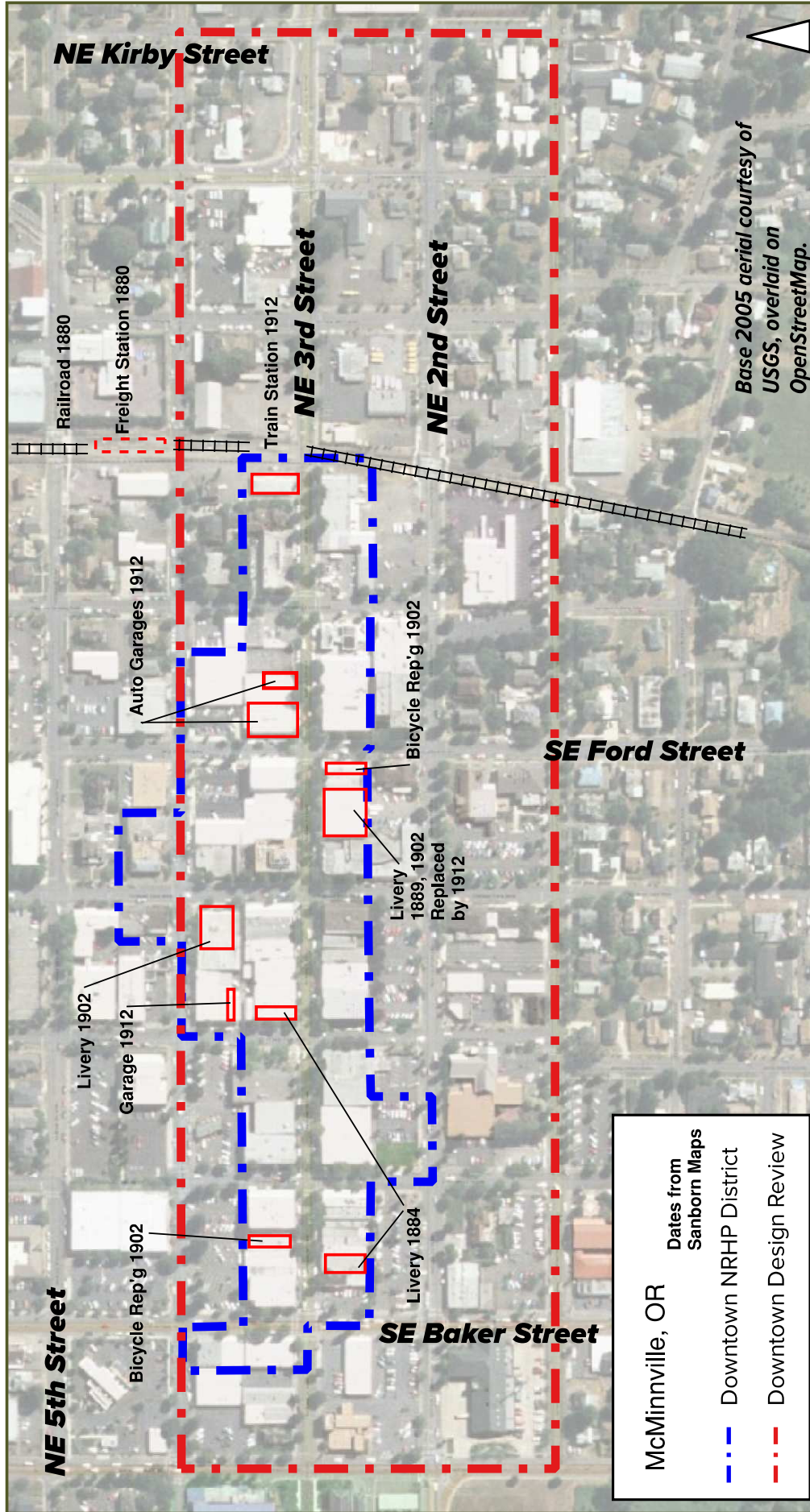
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Attachments:

1. Transportation Related Buildings 1884-1912
2. 1899 LOCOMOBILE STANLEY STEAMER AD
3. Odell Building Ca.1917
4. Willys-Overland History 1902-1925.
5. Wortman Family
6. Frank W Fenton
7. 609, 619, and 641 NE 3rd Street, McMinnville, 1927
8. Auto Oriented Land Use Long 3rd Street 1948
9. 1918 AND 2023 Overlands
10. Frank Wortman's 1918 Overland drives into the Future

Buildings Related to Transportation 1884 through 1912



BLOG



Item 1899 LOCOMOBILE STANLEY STEAMER AD (image 1/1)



O'Dell Building built in 1904 shown in 1917 as an Overland Touring Car dealership.

Overland Automobile Wikipedia

From Wikipedia, the free encyclopedia

Overland Auto Company
Willys-Overland Company



Willys-Overland Factory - 1915 postcard

Type Automobile Manufacturing

Industry [Automotive](#)

Founded 1903; 119 years ago

Founder Claude E. Cox

Defunct 1926; 96 years ago

Fate Merger

Successor [Willys-Overland](#)

Headquarters [Indianapolis, Indiana](#) and [Toledo, Ohio](#)

Key people [Claude E. Cox](#), [David M. Parry](#), [John North Willys](#),
[Clarence A. Earl](#)



1910 Overland Model 42 Touring Car

The **Overland Automobile Company** was an American [automobile](#) manufacturer in [Toledo, Ohio](#). It was the founding company of [Willys-Overland](#) and one of the earliest [mass producers](#) of automobiles.^[1]



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History^[edit]

The Overland Automobile department was founded in [Terre Haute, Indiana](#) by Claude E. Cox, when Charles Minshall of **Standard Wheel Company** decided to expand into automobile manufacturing. Standard Wheel were major suppliers of wheels to the carriage industry. Cox, a recent graduate of [Rose Polytechnic Institute](#), developed a gasoline [runabout](#) in 1903.^{[2][1]}

Cox's runabout was an advanced design with a [water-cooled 5-hp vertical single-cylinder](#) engine mounted up front under a [hood](#), rather than under the seat which was common practice. It featured a [jump-spark ignition](#) and a two-speed [planetary transmission](#) operated by a foot pedal. Priced at \$595 (equivalent to \$17,945 in 2021), 11 were built in 1903 doubling to 23 in 1904 when a [two-cylinder](#) engine was introduced. Claude Cox continued development adding a 16-hp [four-cylinder](#) engine, [shaft-drive](#) instead of chain and a [steering wheel](#) instead of a tiller, by 1905.^[1]

In 1905, Standard Wheel moved Overland production to [Indianapolis, Indiana](#), but decided to leave automobile production and sold Overland to Claude Cox for \$8,000, equivalent to \$241,274 in 2021. [David M. Parry](#) became a 51% investor and formed the **Overland Auto Company**. Overland production was now in an extension of Parry's buggy factory. Now producing two models, production was only 37 cars in 1905 because of the moves and in 1906 production increased to 47, all sold to [John North Willys](#), a car dealer in [Elmira, New York](#).^[2]

The [1907 Panic](#) caused David Parry to go bankrupt, including the loss of his house. By 1910 he had recovered enough to start the [Parry Auto Company](#). J. N. Willys arrived in Indianapolis to protect his investment and ended up taking over Overland Auto Company.^{[2][1]}

In 1908, control of Overland was purchased by J. N. Willys and he managed to increase production that year to 467 Overlands. Overlands were rationalized to one design of a 24hp four-cylinder car on two different wheelbases selling for \$1,295, equivalent to \$39,056 in 2021. In 1909 the production soared to 4,907 Overlands and Claude Cox left for [Inter-State](#) and later to form his own laboratory business (now Testek, Inc.) in [Detroit](#). In 1909, the [Pope-Toledo](#) factory was purchased and Overland moved to Toledo.^{[2][1]}

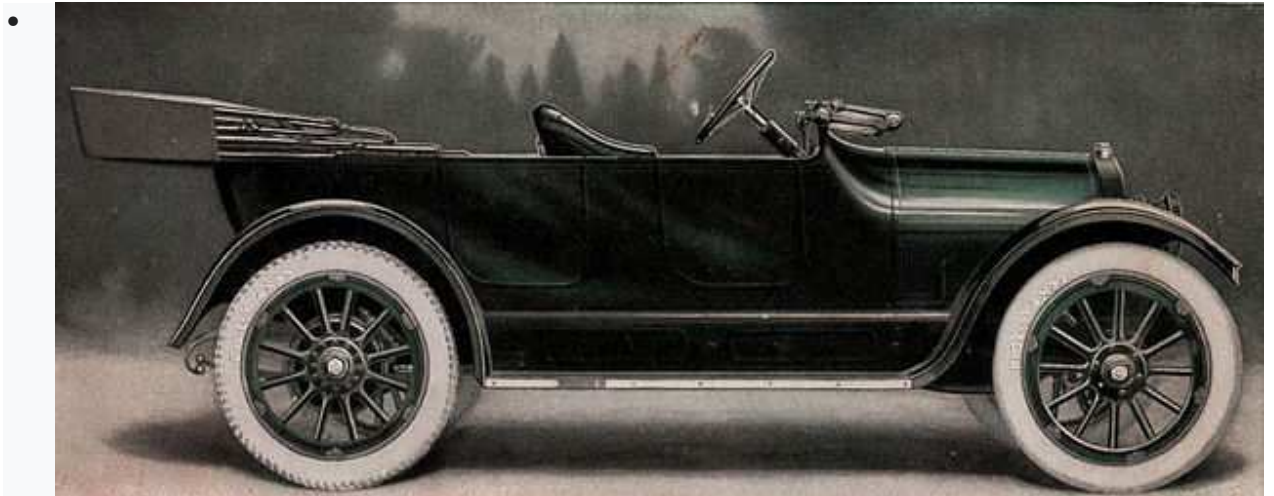
Production continued to grow and Overland remained a top three U. S. automobile manufacturer through 1919. In 1912, it was renamed [Willys-Overland Company](#). Overland models expanded in the mid-price automobile market until 1917 when a new \$500 (equivalent to \$10,575 in 2021) Overland to challenge the Model T Ford was announced. A disastrous strike delayed introduction until 1919 when it was priced at \$845 (equivalent to \$13,207 in 2021) with electric lights and a self-starter. Willys revised this car to the Blue Bird and Red Bird models which helped Willys-Overland return to strength following a Receivership. Willys-Overland continued to use the Overland marque until 1926 when it became the Overland Whippet and then [Willys Whippet](#).^{[2][1]}

Models^[edit]

Year	Model
1903	Model 13
1904	Model 13, Model 15
1905	Model 15, Model 17, Model 18
1906	Model 16, Model 18

1907	Model 22
1908	Model 24
1909	Model 30, Model 31, Model 32, Model 34
1910	Model 38, Model 40, Model 41, Model 42
1911	20 hp, 25 hp, 30 hp, 40 hp
1912	Model 58, Model 59, Model 60, Model 61

Media[[edit](#)]



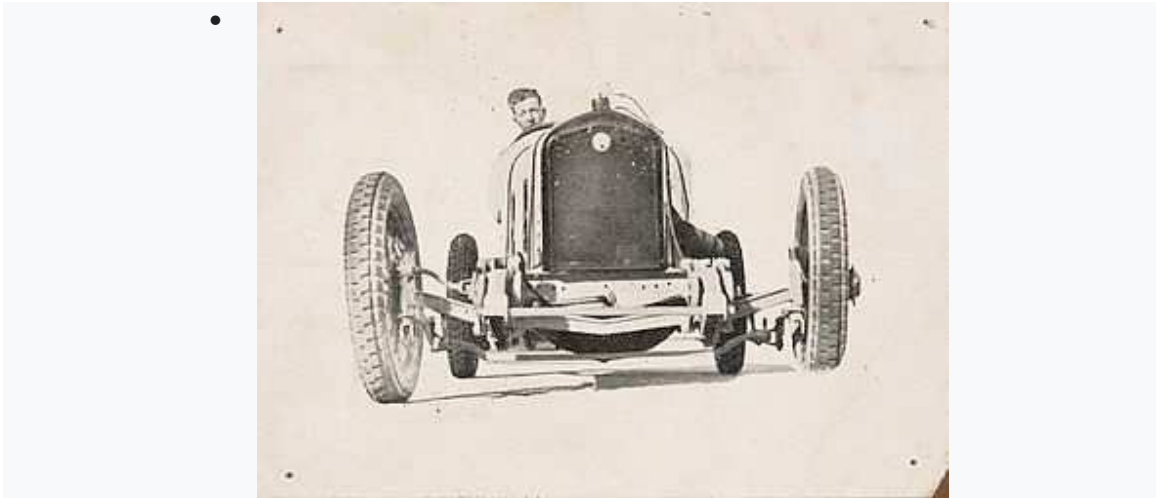
Model 83, produced between 1915 and 1916.



Logo on 1910 radiator



Tom McKelvey in his Overland race car before the [1915 American Grand Prize](#) at [San Francisco](#)



D.J. Harkness at the wheel of an Overland Sports car, 1920 - 1929



Model 59T, 1912.



1909 Overland Automobile Advertisement



Ad. from Indianapolis Star, Nov. 27, 1910

One of the more unusual uses of an Overland was in 1911 when Milton Reeves used a 1910 model to create his 8-wheel [Octo-Auto](#), his eight-wheel car.

The last vestige of the Overland automobile empire remains in the form of bricks spelling out "Overland" in the smoke stack at the [Toledo](#) factory that once formed the core of Willys automotive empire. But the name would come back when [DaimlerChrysler](#) (Now [Fiat Chrysler Automobiles](#)) introduced the Overland name for a trim package on the 2002–present (except 2005 model year) [Jeep Grand Cherokee](#). The badging is a recreation of the Overland nameplate from the early twentieth century.

Willys - Overland Part 1: 1902-1925

By John Bentley

Revised by Jeremy

Because he never liked to lose a sale, John Willys saved an auto industry.

The first Overland, grandfather of the famous World War II Jeep and ancestor of today's Jeep automobiles, was born in 1902. That year, the Standard Wheel Company of Terre Haute (later of Indianapolis) put on the market a low-priced runabout with a starkly functional appearance. It used a tiller as a means to control the steering. The power unit was a single-cylinder, water-cooled engine that embodied at least one "modern" design feature--it was located under the hood at a time when many automobiles still had their engines below the driving seat. The company claimed that the "long wheelbase" (78 inches), "large tires" (28 x 2.5 inches) and "long springs" were major contributions to "pleasure in driving."

For one reason or another, people took to the Overland, and after three years the concern (which had now become the Overland Motor Car Company), dropped its one-cylinder engine in favor of more powerful two- and four-cylinder versions, the first of which appeared in 1905. These two models were known as 17 and 18 and developed nine and 16 hp respectively. The wheelbase was lengthened to 86 inches. The two-cylinder car sold for \$750 and the four cost \$100 more.

For 1906, a Special Runabout was introduced. It featured not only a steering wheel with controls "at your fingers' ends," but also a brand new color known as "Silk Green." Priced at \$600, it evoked lavish praise from a Gulfport, Mississippi, dealer: "I received the car and sold it the day it came to a man who never rode in one before. I instructed him for two hours and he has not had one minute's trouble since he started it..."

The steady upsweep in the Overland's popularity, coinciding with the failure of the Knickerbocker Trust Company in 1907, produced a paradoxical chain of circumstances that in turn changed the entire future of the firm. The Overland Motor Car Company found itself in virtual bankruptcy, while at the same time it had on hand a large unfilled order from an Elmira, New York, dealer named John N. Willys. Mr. Willys had contracted to buy the entire Overland output for that year.

A dynamic individual, he made a quick decision. If he let the firm close down he would be unable to get delivery of a large number of cars he had already sold. This being out of the question, Willys took a train for Indianapolis. He financed and reorganized the company so efficiently, that by the end of 1907 some 323 cars were produced and delivered.

In 1908, Willys became president, treasurer, sales manager and purchasing agent for the re-formed Overland Company, and was responsible for the production and sale of 465 cars, all of which were variations of one model known as the 24. It was priced at \$1,250.

This was just the beginning. The first six-cylinder Overland appeared the following year and retailed for \$2,000. It was known as the 34. So enthusiastic was public response that Willys-Overland sales for 1909 jumped to 4,000 cars--a production increase of nearly 900 per cent over the previous year! The appearance of the first Willys Six, costing \$2,250, added still further to the company's prestige, although the four-cylinder Overland continued to sell in a big way in the \$1,000-1,500 price range. It had attractive specifications, which included three-point engine suspension, shaft drive, a planetary transmission, double ignition and a "long wheelbase" (110 inches). The Company claimed that "... In the Overland you get actually \$3,000 worth of real car value for one half or less than one half the price..." This pleased the customers so much that in December, 1909, John Willys was able to purchase the Pope-Toledo automobile plant in Toledo, Ohio. He converted it into a new assembly plant for his cars. This was a building 600 feet long, 90 feet wide and three stories high located on Central Avenue. It soon was working at capacity, in addition to the Indianapolis factory.

For 1910, there were four models known as the 38, 40, 41 and 42, all of them four-cylinder cars, with the largest having a displacement of 255.3 cubic inches and a wheelbase of 122 inches. This last, with a fore door touring body, sold at the low price of \$1,250.

The following year Willys moved the Indianapolis plant to Toledo and launched another expansion program to cope with public demand. The 1911 Overland fore door touring car, with 118-inch wheelbase and a 40 hp engine, was an immediate favorite.

That year the Kinney Manufacturing Company was organized to supply sheet metal parts for Willys-Overland; and in 1912, John Willys brought the Warner Gear Company to Toledo to make gears and other machined parts for his products. In 1914, the Tillotson Carburetor Company was organized with Harry Tillotson at the head. Prior to that time, Tillotson was chief salesman for Stromberg carburetors. In that job he had acquired immensely valuable knowledge and experience. Tillotson carburetors now went into all Overland cars, improving performance and cutting down on gas expense.

Willys next acquired control of the Morrow Manufacturing Company at Elmira, New York. It was renamed Willys-Morrow and put on a full-time basis making Willys transmissions. This move was followed by the acquisition of the Electric Auto-Lite Company of Toledo, which devoted its facilities from then on to the construction of generators and starters for the parent concern.

At the start of World War I, Willys-Overland was one of the leaders in the production of factory-built, enclosed bodywork--the primary appeal of which was to the womenfolk. Most popular was the 1914 Overland Model 79 with a four-cylinder, 35 hp engine, 114-inch wheelbase and a coupe body that had almost the window area of a small greenhouse. Priced at \$1,550, it was described as "The Reigning Electrically Started and Lighted Coupe for Women." Over-all sales hit the 80,000 mark.

By 1915, the company had risen to the position of second largest automobile manufacturer in the U.S. and production reached a new high of 91,780 units, taking second place only to Ford.

In 1916, Willys-Overland was making 140,000 vehicles, and as later events proved, this was still to be nowhere near the peak of the company's achievement.

The foresight, shrewd business mind and courageous energy of John N. Willys undoubtedly has stamped him for all time as one of the giants of a giant industry in which the most intense competition left no room for any but the best brains.

Almost half the working population of a city was employed to make these autos.

The secure position of the Willys-Overland Company during the period 1915-16, due to the shrewd acquisition of various component manufacturers by founder John N. Willys, was to be greatly consolidated during the decade that followed. From 1915 to 1919, when the Willys Corporation was organized, some 22 different models succeeded each other, 14 of which were four-cylinder jobs; six with six-cylinder engines and two powered by eights; but of all these only one carried a price tag of over \$2,000. This was the 1915 Model K-19 Sedan with a 120-inch wheelbase and a big, four-cylinder engine of 276.5 cubic inches that developed 45 hp. Offered at \$2,475, it did nothing to set the world on fire.

Of the other 21 types, nine cost under \$1,000; four were under \$1,200; three sold for less than \$1,500 and five were in the \$1,500 to \$2,000 bracket. Having become identified as one of the three most successful automobile manufacturers in the low-price field, Willys-Overland was smart enough to stay with the type of buying public for which its products held the greatest sales appeal.

In 1916, the company which had acquired the Knight sleeve-valve engine patents pioneered in 1912 by Charles Y. Knight, announced a new Willys-Knight Model 88, seven-passenger touring car, also manufactured at the Willys-Overland Toledo plant. Powered by a four-cylinder, sleeve-valve engine of

"square" dimensions giving a low piston speed, this car rode on cantilever rear springs and had attractive bodywork. Standard finish was "a rich French blue, relieved by black fenders and trimmings, with wheels of battleship gray." All bright fittings were either of nickel or aluminum and the upholstery was "deep, with seat cushions each containing a number of small spiral springs set close together and encased in a canvas covering designed to produce a pneumatic or floating effect." Retailing for \$1,285 at first, this one, too, was a winner. A year later, an interesting new Willys Six--a revival in name only of the 1909 model bearing that name--was announced. Although no lightweight, this car embodied several progressive ideas found only in the higher-priced field. The six-cylinder, L-head engine had a 303 cubic-inch piston displacement and developed 45 hp at 2,200 rpm. The carburetor, termed an "Improved Hot Air" type, was bolted on a modern hot-spot variety of intake manifold for preheating the mixture, while the rear axle was a full floating type carried on long leaf springs. Ignition was by magneto and bolt-on wire wheels were featured as standard. Priced at \$1,250 with a sporty Cloverleaf Roadster body manufactured by the Ohio Electric Car Co., the newcomer found plenty of buyers.

In 1919, the Willys-Overland became the Willys Corporation, following a deal in which the firm joined forces with Electric Auto-Lite, the New Process Gear Company and Duesenberg Motors. The new corporation's main financial asset consisted of 700,000 shares of Willys-Overland stock bought by John Willys, and for advertising purposes the firm's original name continued in use.

Plans were launched for building a new automobile of advanced design, engineered by none other than Fred Zeder, Carl Breer and O. R. Skelton--the famous trio who five years later were responsible for the hugely successful Chrysler car.

Meantime, experimental work was completed on a small four-cylinder engine which was introduced in the 1919 Overland Four. This compact, rugged, L-head power unit which developed 27 hp was, in fact, the direct ancestor of the notable Jeep engine, produced 21 years later. The new Overland, which featured a patented "Triplex" front suspension with quarter-elliptic springs arranged in V-shape, and all-steel body with removable upholstery, got off to a big start with the public. During the third twelve months of production, 126,000 of these cars were built and sold for a low \$495 apiece.

The engine of the 1921 Model 20 Willys-Knight was improved in detail to produce 40 hp at 2,600 rpm, and so great was the influx of orders for all cars of the Willys-Overland group, that the Corporation reached a production total of 196,038 units for 1923, with a daily output of 1,100 vehicles during the peak months.

Company slogans now came thick and fast, though not without justification. "The Most Automobile in the World for the Money"; "Drive an Overland and Realize the Difference" and "A Car of Proven Performance" were among the favorites.

Overlands for 1924 retained the 100-inch wheelbase, but had a slightly larger engine rated at 19.6 hp instead of 18.23 hp and developing three hp more than before. "This engine is built for Good Service in all weather!" piped the company. Improvements included cylinders and crankcase cast in one block for greater rigidity, with the removable cylinder head as a separate casting. "It's the Little Things that Count," said the Willys Corporation, enumerating six good reasons for buying an Overland. These were: "Buoyant Riding Ease; Faithful, Quiet Performance; The Strongest Rear Axle of any car at any price; Driving is a Joy, not a Job; Economy; and Beauty to match Quality." This pitch built sales.

That year also came the Overland "Red-bird" Model 92 with a similar engine to the standard Model 91, but with a six-inch longer wheelbase. This was a sport touring car described as "a creation in beautiful Mandalay Maroon."

In 1925, the Overland Four was finally paired with a Six after five years of booming sales. The newcomer had a more powerful and flexible L-head engine that put forth 38 hp at 2,400 rpm, larger crankshaft bearings and high-pressure lubrication. Oil-tight universal joints also were featured on the 112 3/4-inch wheelbase chassis which was offered only with a sedan body in standard or deluxe form. Both versions had a two-tone polished lacquer finish, the price difference being related to accessories.

As an added inducement to purchase this "richly finished, masterfully engineered motor car that easily leads its field," Willys-Overland advertised easy terms with "a small amount down and 52 weeks for the balance."

All this added up to big profits, and by the close of 1925 Willys-Overland was employing over 20,000 workpeople whose payroll topped \$27,000,000 annually--or 41 per cent of the payroll of the entire city of Toledo.

At this time, the design of a new low-priced car to be known as the Whippet Four and introduced the following year, already was nearing completion, while plans to build an assembly plant at May-wood, California, a Los Angeles suburb, also were under consideration.

The close of the period 1915 to 1925 saw the Willys Corporation rapidly approaching peak production and the zenith of its interesting career, begun nearly a quarter of a century earlier.

Willys Corporation produced about 360,000 of the 650,000 jeeps used in World War 2.

Wortman Family

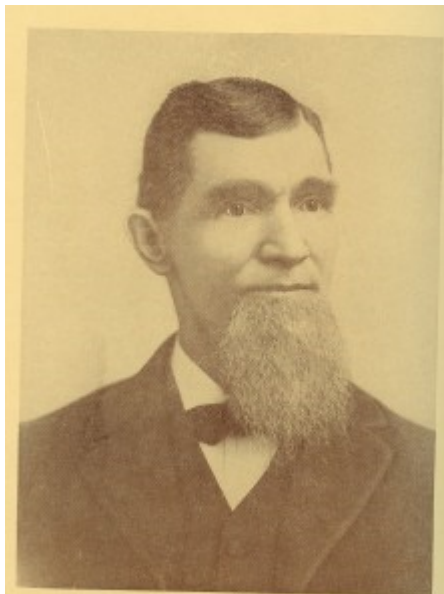
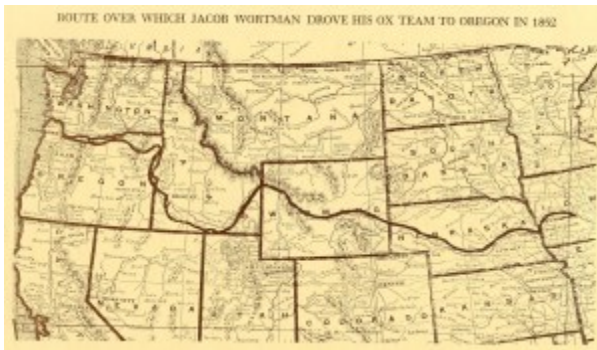
The Wortman family has impacted the McMinnville community economically, politically and socially throughout the years.

By: Samantha Johnson, Dan Hellinger and Jordan Mixsell

Linfield College 2012

Wortman Family Facts

- The Wortman family established the First National Bank of McMinnville, 1883.
- Jacob was elected mayor on March 1, 1887, and was reelected in 1901. In office he authorized the use of alcohol, cigars and cigarettes in McMinnville.
- In 1902 they purchased the first vehicle on the West Coast.
- The family established the first bank in McMinnville.
- First family to own a motorcycle, car and airplane in McMinnville.



First National Bank of McMinnville

Today Key Bank occupies 3rd and Davis, where the First National Bank of McMinnville once stood, in 1883. The bank was taken over by Key Bank in 1986 and no longer wanted any of the Wortman family linked to it. Frank Wortman was the last Wortman to work at the bank.



Transportation in McMinnville

- Jake and Eliza purchased the first horseless carriage in the county for their grandchildren.
- It was the first car to cross the coast range mountains to the ocean and get back under its own power.
- It was the cause of the first legislation enacted regulating the use of automobiles in Oregon after it ran over and killed a dog belonging to a city councilman in 1903.
- First family to sign the charter of society.
- Their locomobile was the first vehicle to deliver mail.

Ralph Wortman, banker and author of "A Horseless Carriage Comes To Town" and accepts the first copy of the book from Phil Bladine, a newspaperman who edited the book on June 26, 1966. The book tells the story of the county's oldest auto, a 1901 steam-powered Locomobile.



Wortman Park

Ralph and Frank Wortman thought the city of McMinnville could use a new park so they purchased and donated land to the city. The park was known for its large child play areas. The park became a place for community activities and Wortman family outings.

Wortman Family Impact

Today in McMinnville people can still find lasting impressions that the Wortman family has left in the community. To begin with, there is Wortman Park, which spans around 20 acres. The Wortman's car

can still be found, located at Key Bank, which was once known as the First National Bank in McMinnville, established by Jacob Wortman. Lastly, there are still Wortman relatives living in the area.

My Little Sermon.
As we travel down Life's pathway, there are four facts very essential to a worthy conclusion -- hard work, sacrifice, honesty and kindness to those about us.
We are truly thankful for this wonderful life that is given us and we realize that when our time on this earth is ended, it is not what we have that commands respect, but what we have done. This brings back fond memories to those who appreciate, greatly, any kindness that has been bestowed upon any and all of us down through the years.
Frank Wortman.



"Seldom is the life of any man so thoroughly woven into entire fabric of a community over such an extended period of time as has been that of Frank Wortman. His death last Friday morning marked the end of an era of two brothers..."

Resources Consulted

Linfield College Library <http://www.linfield.edu/linfield-libraries.html>

McMinnville Parks and Recreation <http://www.ci.mcminnville.or.us/city/departments/parks-a-recreation/>

The News-Register <http://www.newsregister.com/>

Yamhill County Historical Society <http://yamhillcountyhistory.org/>

Wortman Descendant-Tami Spear

JACOB WORTMAN

Jacob Wortman was born on 19 March 1827 in New Brunswick, Canada. He married Elizabeth Ann "Eliza" Stumbo, daughter of Jacob and Lucretia Wilson Stumbo, on 11 Jul 1850 in Mahaska Co., IA. The family immigrated with Eliza's sister, Caroline Niday and family, and her brother David Stumbo and family on the Oregon Trail in 1852. They arrived in Portland on September 19, 1852.

Jacob died on 27 July, 1904 while in his second term as McMinnville's mayor.

FRANK WORTMAN

Son of John and Ruth Washburn Wortman. He married Carrie Turner on 22 Feb 1908 in McMinnville, Yamhill Co., OR.

Statesman, Jan 31, 1976

Obituary

McMinnville--Services will be 10 a.m. Monday at Macy & Son mortuary for Frank Wortman, 92, president of the First National Bank of McMinnville and civic leader, who died Friday at a hospital here. Rev. Jack Hodges will officiate. Private burial will be at the Masonic Cemetery. The family suggests contributions to Cancer Society.

Wortman, a native of Junction City, lived in this area most of his life. He had been with the bank 74 years, much of the time as president. He underwent surgery about one month ago, but until then he had been an active president.

Wortman was one of five generations to serve the bank, one of the few remaining family-controlled banks in the nation. No successor was immediately announced by the board of directors. The bank was started Dec 3, 1883 by Wortman's grandfather.

Wortman was involved in governmental and civic affairs for many years, serving on the McMinnville School Board and as a director of the Federal Reserve Bank of San Francisco. He was the last surviving charter member of Elks Lodge here, a past exalted ruler of the lodge, treasurer of the Masonic Lodge, charter member of McMinnville Fire Department, and member of Yamhill County Historical society, First Presbyterian Church and other organizations.

Survivors include widow Mabel; daughters Ruth Compton and Dorothy Gunness, Stepson Milton Surface and stepdaughter Arnel Surface, all McMinnville: 10 grandchildren and 10 great-grandchildren.

Journal, Feb 2, 1976

Obituary

Funeral Services Held for Oldest State Banker

Funeral services were held Monday for Frank Wortman, 92, president of the First National Bank of McMinnville and Oregon's oldest banker, who died Friday in a McMinnville hospital.

Mr. Wortman was the grandson of the bank's founder and had been with the bank since 1902. He was elected president of the bank in 1924. The McMinnville bank, founded in 1883 is the oldest such institution in Oregon, and is one of the few remaining family controlled banks in the nation.

Mr. Wortman was a member of the McMinnville school board, a former director of the Federal Reserve Bank of San Francisco (Portland branch), a charter member of the Elks Club in McMinnville, and past exalted ruler, a longtime treasurer of the Union Lodge 43 AF & AM, Masonic Lodge, a charter member of the McMinnville Fire Department, and a member of the Yamhill County Historical Society.

Under Mr. Wortman's leadership, the bank has made substantial contributions to the city of McMinnville, including financial support for Wortman Field, the high school football field, Wortman Pool, an indoor-outdoor swimming pool complex, and the 21 acre Wortman park donated to the city.

Mr. Wortman was also active in amateur theater for more than 30 years.

Mr Wortman is survived by his second wife, Mabel; two daughters, Mrs. Ruth Compton and Mrs. Dorothy Gunness, both of McMinnville; a stepson, Milton Surface, of Laguna Beach, Calif.; a stepdaughter, Miss Arnell Surface, of McMinnville; 10 grandchildren and 10 great-grandchildren. A brother, Ralph died in 1974.

Interment is at the Masonic Cemetery in McMinnville.

Jacob Wortman



Eliza Wortman



Frank W. Fenton, Prominent McMinnville Attorney for whom 609 NE 3rd Street was built

The Oregonian, February 20, 1940

Frank W. Fenton, 81, and member of a pioneer family, died here Monday, following an extended illness.

A resident of Yamhill County since 1866, Mr. Fenton had practiced law in McMinnville for more than a half-century, having transferred his office here from Lafayette when McMinnville succeeded Lafayette as the county seat in 1888.

Mr. Fenton was born January 27, 1859, in Missouri, and crossed the plains as a boy of 6. The family settled first on French prairie, near present-day Woodburn, then moved the following spring to a farm near here.

A graduate of old Christian College at Monmouth, he was one of two members of his graduating class. The other was Dilla Butler, whom he married soon after graduation. Mrs. Fenton died in 1934.

During his years in McMinnville, Mr. Fenton served for 12 years as a director of the Oregon Mutual Fire Insurance Company, and was a director of the former McMinnville National Bank, now a branch of the United States National, Portland.

Surviving relatives

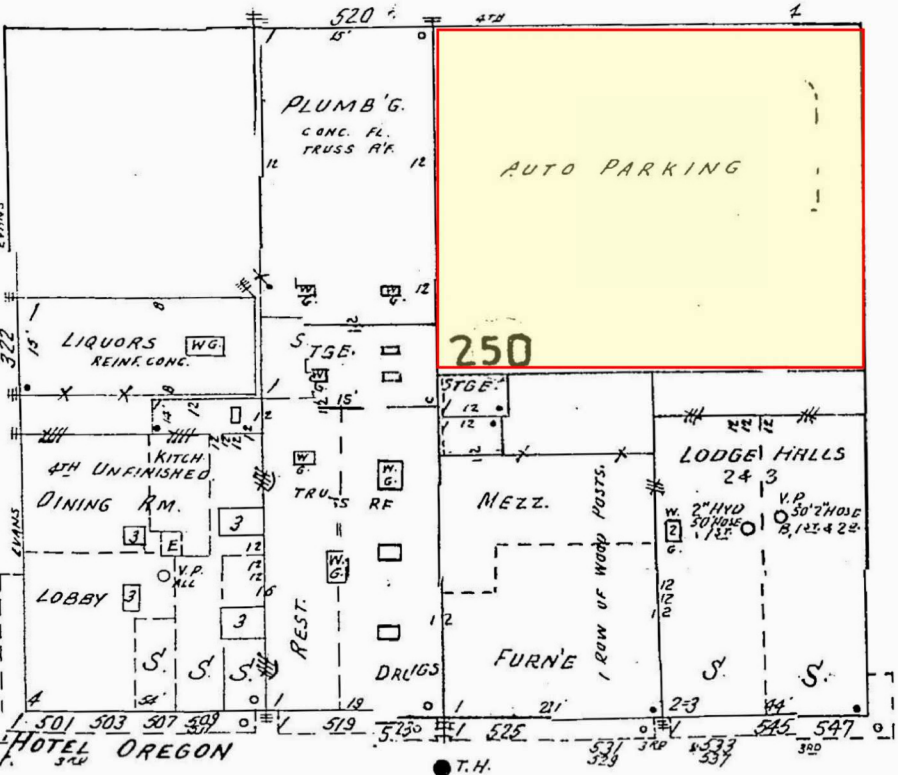
Funeral services will be held Wednesday at 2 PM in Macy's Chapel here, with graveside services at Evergreen memorial Cemetery, in charge of McMinnville Lodge No. 12, BPOE, of which he was a member.

Mr. Fenton also was a 32-degree Mason and a member of Al Kader Shrine Temple.

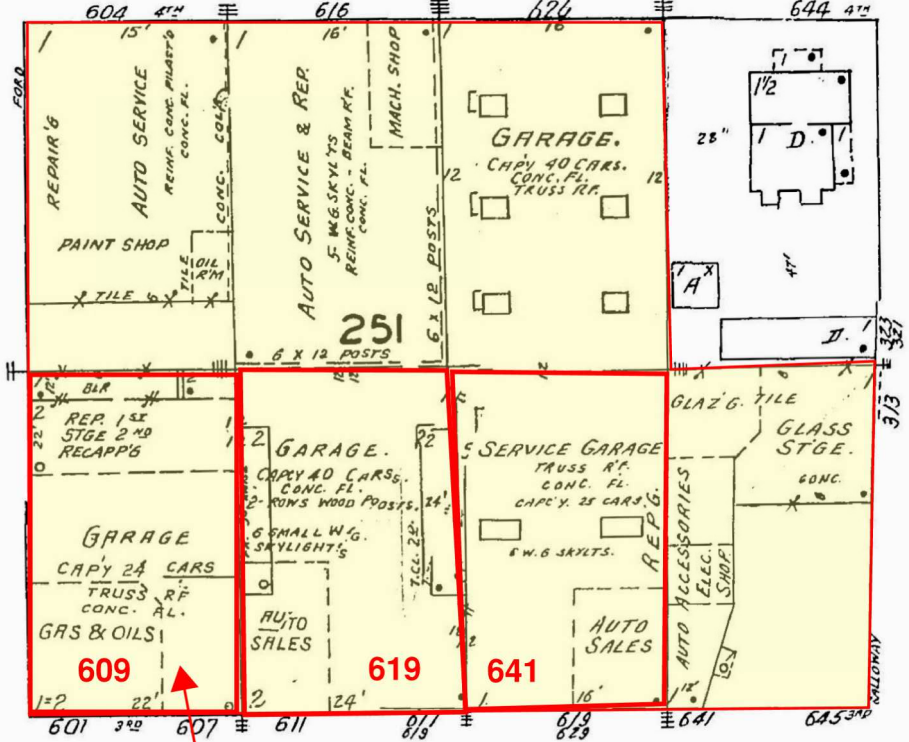




Attachment 7,
609, 619, and 641 NE 3rd Street, McMinnville, 1927

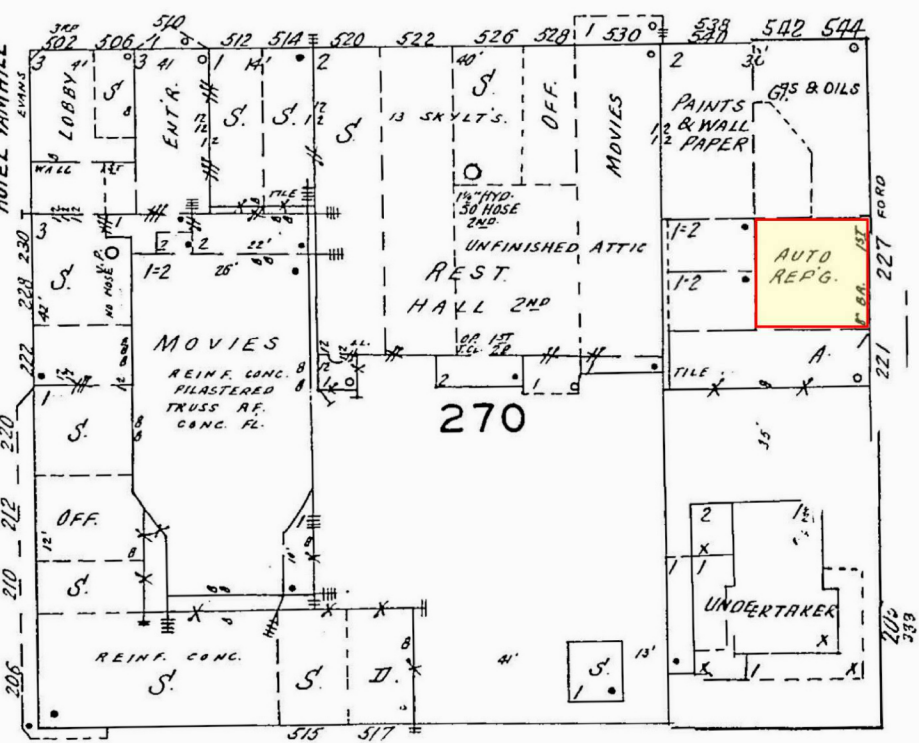


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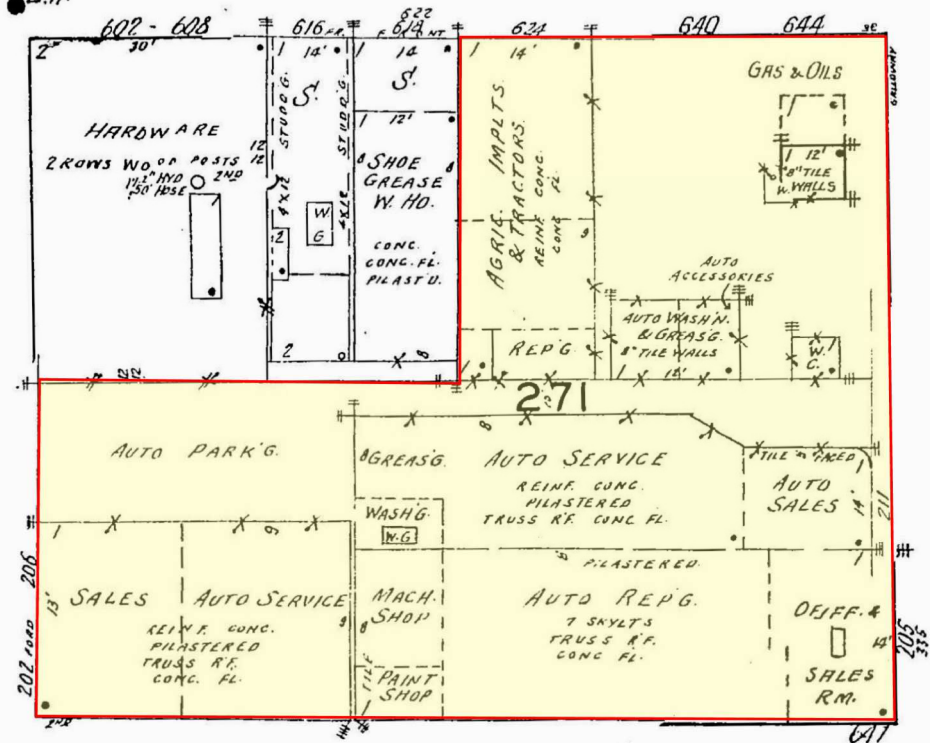


(G)

IT ALL STARTED HERE IN 1904



FORD



GALLOWAY



Frank Wortman's 1918 Willys-Overland Model 90 B Touring Car



Jim Doran Auto Center, 2023 Jeep Grand Cherokee Overland



Christian Auto Sales Directly Across 99W from Jim Doran Auto Center



Frank Wortman's 1918 Overland parked outside 618 NE 3rd Street, ca.1918-1920.

