

The Radiator

August 2026

Official Publication of the Corvallis Historic Auto Club





Evan Sether
Club President

President's Message

These summer days of dogs

...Achilles ran eagerly towards the city, his legs pounding away like a winning thoroughbred coursing over the plain in the chariot traces. Old Priam was first to see him, racing over the plain, his bronze breastplate gleaming like Sirius, the star of harvest, brightest of stars in the dark of night. Orion's Dog, men call it, glittering brightly yet boding ill, bringing fever to wretched mortals. - The Illiad, Homer (750 BC)

According to the Farmer's Almanac, the dog days of summer were July 3rd through August 11th, long hot days to test our mettle and, more recently, our air conditioning. We seem to be tested deeper and deeper into the fall these days.

While ancient folklore and modern appliances may loathe this period, car shows are our silver lining. At July's meeting, we heard several of our members' cars won awards at shows around the region. Congratulations to all! Still more opportunities await to show off your automobiles and perhaps share your experiences through articles or photos in future editions of The Radiator.

Our August 3rd Cars & Coffee brought in 94 vehicles, keeping our monthly average above last year. These low barrier opportunities for folks to converse about cars and around cars are important to the social fabric of our club and our community. I appreciate our CHAC volunteers who keep this event going. Consider donning your name tag and helping at the September or October event, so we can finish this season strong.

The Sunday after the August Cars & Coffee, Jen and I did a little cruising in the Plymouth and stopped on the lower OSU campus for a walk in the warm summer afternoon. I had not made it twenty steps from the otherwise empty parking lot when a fella materialized to look over the car. He had heard about Cars & Coffee and knew where it was held, so I nudged him to come on down in September.

I am quite new to this, of course, but it seems we have the opportunity to be ambassadors for the club and the broader interest in cars, even if only in friendly, five minute ways. Thankfully, such an ambassadorship doesn't require a Presidential nomination or Senate confirmation. Ambassadorship can be an extension and important practice of membership.

Our fiscal year began July 1st, so renewing your annual membership promptly keeps you on the rolls and mailing lists as we move into the fall. You can pay \$25 cash to Treasurer Dave Snell at the August 24th meeting or online at our website. Dues are an important part of our annual budget, which we will be outlining to the membership at next week's meeting.

Budget discussions, snacks, AND a member presentation?! Sounds like a great way to spend a summer evening amongst friends.

Hope to see you there,

Evan Sether
CHAC President



This Month In Automotive History

By Andy Noble

1901 - Lindley Bothwell is Born

in Los Angeles, California on August 1st. After graduating from Corvallis' Oregon Agricultural College (OSU) in 1926, he built a southern California citrus empire. By 1954, Bothwell owned the largest private antique car collection in the United States, and essentially created vintage racing after running a 1913 Peugeot in 1949 to break a speed record at the Indianapolis Motor Speedway.



1968 - President Lyndon Johnson

signs the Federal Aid Highway Act on August 24th. The bill, which authorized the spending of \$21.3 billion over two years, included a provision that no project that received federal funds could be a toll road.



2005 - A Seattle, Washington

man pays a \$120 Minnesota speeding ticket in 12,000 pennies on August 3rd. The judge, who criticized the man for taking out his frustrations on the court clerks, made him wait while a clerk took the coins to a bank to have them counted.



1928 - Chrysler Establishes DeSoto

as a brand on August 4th. DeSoto initially competed in the mid-price range against Pontiac, Studebaker and Hudson. It set a first-year production record of over 81,000 units that stood until the Ford Falcon was introduced 31 years later. DeSotos were last sold for the 1961 model year.



1977 - Bobby Isaac Dies of a

heart attack in Hickory, North Carolina on August 14th, at the age of 45. Along with 41 NASCAR career wins, Isaac set 28 world speed records at Utah's Bonneville Salt Flats in September, 1971. He was inducted into the NASCAR Hall of Fame in 2016.





I Need a Lift!

Chris Hagler Satisfies His Urge to Rise

Story and photos by Chris Hagler

Chris: Heidi, I need a lift!

Heidi: Do you want me to drive you to Coffee Culture?

Chris: No, real lift!

Heidi: How about a double-espresso?

OK, enough.

Recently I finally got busy on selecting and installing a car lift for my shop. The benefits are many: First, I won't have to get on and off the hard concrete slab 50 times a day to work under the car. Second, and very important, is that the ability to put a car in the air gives me another parking spot for current or future projects (smiling emoji).

There are many considerations in the selection of a lift. There are

1,800 lbs of lift come off of the truck



scissors lifts, low-profile lifts, 2-post lifts, 4-post lifts, heavy-duty lifts, Quickjacks, Maxjacks, - a bewildering universe of choices.

For my installation, the key requirements were that it fit in the car bay and that I could walk under it when it was fully in the "up" position. Another important requirement is that it didn't necessarily need to bolt to the floor because of the radiant heat pipes in the shop slab might get broken by the bolts.

Ultimately I selected the HD-7P 4-post lift from Bendpak, a 7,000lb capacity "tall" lift with narrow ramps suited for small sports cars.

Since most of the mounting holes on this lift will miss the heat pipes,

Assembling the ramps



I plan to install anchor bolts at the front and rear of the lift, just in case Cascadia pays us a visit.

There are brave souls in the CHAC club (like Andy Noble) who have installed their own lifts but I was uncomfortable with managing the nearly 1,800 pounds of steel that comprises the machine. In the end, it took two installers six hours plus the use of a crane, and my back survived!

One accessory that I have added since the installation is a rolling tray that allows a bottle or

scissors jack to be placed anywhere under the frame to lift the car off of the front or rear wheels. This is very convenient for removing wheels and doing brake/bearing work.

There are fancier solutions for this rolling jack but they stick up in between the ramps and would have hit the exhaust on my Sprite, so I opted for the simple rolling tray.

I am looking forward to showing it off at a future Greasy Gals and Guys event! 🍷

Double parked!



Car Show Roundup

Member Activities From Around the Valley

By Mike Hoffman

Hi, all. This is the first of what is intended to be a monthly article about car shows that our club members have entered. I hope to include a brief critique of each show: venue, number of cars, vendors, etc. But the primary focus will be on our club members who have entered cars.

It's likely that I won't be able to attend every show, so I will rely on you to get information to me about the shows you attend, what cars you enter, and hopefully some pictures to share. As the show season progresses, please let me know where you've been, what you thought of the show, and some pictures of your pride and joy. So here goes -- the first installment of the CHAC car show report for our newsletter!

Saturday, August 1 - Millersburg

There were 135 cars signed in on what was a really nice day. Just enough clouds to keep the temperature comfortable, and just enough sun to keep the raindrops away. A well-run, nicely organized show. Good choices of food and drink vendors.

Four club members entered cars: Dave Snell with his '69 AMX, Jack Spears with his '67 Austin Healey, John Drzal (wanting to get some miles on a new engine) drove down from Salem in his '55 Studebaker pick-up, and I was there with my '68 AMX. Everyone seemed to enjoy the show. Good attendance from the community. Lots of trophies awarded. Our own Jack

Jack Spears' Austin Healey won "Best Foreign Car"



Dave Snell's and Mike's AMXs, and John Drzal's Studebaker pickup





John Drzal's Studebaker got "Best Pick-up"

Mike Hoffman's AMX in Lebanon



Spears walked away with the "Best Foreign Car" for his beautiful Healey. Congratulations, Jack!

Sunday, August 2 - second annual Brothers Museum Show in Salem

The show was a sell-out. A good estimate of car count would be 180, not counting all the museum vehicles. Two club members had cars entered. Rich Brooks had his '70 Ford pick-up there, and John Drzal entered his '62 Studebaker Champ pick-up.

John reported a well-run, well-attended show. He and Rich split their time between checking out the museum exhibits and answering questions about their entries. At awards time, John's Studebaker was awarded "Best Pick-up" for the show. Way to go, John - well earned!

Saturday, August 8 – Main Street in downtown Lebanon

Let's say it was HOT !! As in 90-degrees plus hot! There were 103 cars entered, including my AMX. I didn't see any other club members/cars, so my apologies if I missed you.

The show was well-attended by the community and well organized. There were plenty of people directing traffic and parking, plus making sure there was ample room allowed between cars. However, all the show cars were parked on one side of Main Street only.

As you can imagine, the 100+ car count stretched the show out over many city blocks. The local car club used two side streets. This meant that anyone parked at either end of this very long stretch of cars was too far from the registration, and the vendors (all grouped together) were hard to get to. Maybe the most disappointing thing to me was that Main

Street remained open to thru traffic. That made for a very noisy car show experience!

This wraps up my first article about CHAC show participation. If you're getting your car out to events, please let me know so I can include you in the next edition.

There are still lots of great opportunities to get out and represent our club, and I hope to see you out there! Let me know ahead of time what shows you are going to attend. And any time we're at the same

show, please stop to chat so I'll know you're there - and so I can get a picture of your car.

Lastly, please feel free to send me your own write-up about the shows you attend! Share your perspective of the venue, number of cars, and the on-site vendors. Contact information is below - thank you!! 🏠

Contact info for Mike Hoffman:

cell: 541-740-4629

email: HoffmanHaus@comcast.net

Ads run for two months with photos, then four months with text only or until canceled, whichever comes first.

For Sale

Martin Harding is helping a friend sell the following:

- 1955 Studebaker Bearcat V-8 with 1956 automatic transmission & other parts, \$100.

Contact Martin at 541-926-3972 or linharding47@aol.com



The 1971 Toyota Celica ST

By Andy Noble

As it is with so many smaller cars of the late 1960s and early '70s, Toyota aimed the Celica squarely at the North American market in order to compete with the Ford Mustang.

The 1971 Celica ST was the first model to be made available in the US. Subsequent first-gen model years saw minor body and safety-related changes. The liftback version appeared in the US starting in late-1975, and the 1976 model was given a longer wheelbase.

The second-generation versions began with the 1978 model year. They came equipped with a 96hp 2.2L 4-cylinder engine. The Celica was awarded Motor Trend's 1978 Car of the Year.

In keeping with the times, the 1981 third-gen brought a boxy, more angular design, and a 117hp 2.4L engine, the largest that was ever offered in a Celica.

The Celica had undeniable staying power and was continued into a remarkable seventh generation starting in 1999. Sales hit over 52,000 units in 2000, but dropped to about 8,700 in 2004. The 1997 Asian financial crisis had let much of the air out of the Japan bubble economy, and US buyers were migrating to SUVs.

Toyota announced in July, 2004 that, due to declining sales, the Celica would be discontinued in the US at the end of the 2005 model year.

Introducing the Toyota Celica ST. (Some economy car.)

A tachometer and radial tires aren't usual on an economy car. A dash, console and shift knob, all of woodgrain, aren't very common either. Nor are hood vents and rally stripes.

But they're all on the new Toyota Celica ST. And they're all standard.

Economy cars don't usually do a standing ¼ mile in 17.5 seconds. But the Celica can.

With power that comes from a single overhead cam engine that's red-lined at 6200 rpm. And a transmission that's fully synchromeshed through all four forward gears.

The Celica has what it takes to stop, too. Front disc brakes. Also standard.

Inside, the Celica comes with an electric rear window defogger, fully-reclining bucket seats, vinyl upholstery, padded dash, wall-to-wall carpeting, an electric clock. Even an AM radio is standard.

Of course, there are a few

options. But very few. Air conditioning, stereo tape deck and AM/FM radio.

Then how can we call it an economy car?

It gets great gas mileage. About 25 mpg. It has a surprisingly small price. \$2598†. And for the most obvious reason of all. It's a Toyota.

Some economy car.

TOYOTA
We're quality oriented



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Visit us at:
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Contact us at:
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The Corvallis Historic Auto Club, a nonprofit organization, was incorporated on November 22, 1965 in Corvallis, Oregon for the encouragement of interest in historical cars, their preservation & restoration, the extension of knowledge concerning them, & related activities. **Now, all cars are welcomed.**

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Corvallis Historic Auto Club

Event Calendar

Below is a partial list of upcoming events. See an updated list on our website calendar: corvallishistoricaclub.org, and check out the list at Salem Auto Club Council: <https://salemclubcouncil.org/>

Monday, August 24

C.H.A.C. Membership Meeting, 7:00-8:30PM
Shepherd of The Valley Lutheran Church
2650 NW Highland Dr, Corvallis

Saturday, August 29

Studebaker Drivers Club Car Show, 8:00AM
Timber Linn Park
900 Price Rd SE, Albany
www.willamettstudebakers.com

Saturday, September 5

C.H.A.C. Cars & Coffee, 8:00-10:00AM
First Saturday of the month, May through October
Shepherd of The Valley Lutheran Church
2650 NW Highland Dr, Corvallis

Saturday, September 12

Antiques in the Streets and Classic Car Show, 10:00AM-4:00PM
Organized by the Albany Antiques Mall
Reserve a show space: 541-704-0109
Historic Downtown Albany
www.albanyantiquemall.com

Saturday, September 19

In the Fall Car Show, 9:00AM, Awards at 3:00PM
Registration \$25 per vehicle, cash only
River Park
1235 E Grant St, Lebanon
Questions: edsfordfarm@gmail.com

Sunday, September 27

Jordan Chicken Run, 8:00AM-5:00PM
Our Lady of Lourdes Catholic Church
39043 Jordan Rd, Scio
Questions: 503-394-2437
<https://eaa105.org/event/jordan-scio-chicken-run/>

On The Cover: 2020 Ford GT350

Ford introduced the Shelby Mustang GT350 in 1965 and sold it through the 1970 model year. The 1965 models had no back seats and were modified by Shelby for racing, with the 1966 model year being built more for casual drivers. The Shelby name was reintroduced in 2005 for the second generation, and the third generation was sold for the 2015 through 2020 model years.

Tell Us Your Stories:

We're always looking for content. Tell your fellow members about your first or favorite car, the one that got away, a hard-to-find part that you sourced, made or refurbished, a memorable road trip, your personal tips for storing your car for the winter, or something else.