

The Radiator

January 2024

Official Publication of the Corvallis Historic Auto Club



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President's Message

January is often described as the month for reflection. Maybe it has something to do with New Year's resolutions. Maybe I just made this up. Bear with me please.

This month has me looking back at this wonderful club we have. Thinking back on its history, the members we have lost, especially as we just had another member leave the building, I am humbled to be of service to this group.

I was able to attend the service for Arnold Secher. It was held on a typical, wintery, January day. I spoke with his two children, Paul and Tonya, and learned more about Arnold. I discovered that I should consider myself fortunate to have been invited to his home and see his 'shop'. Many in the club have not seen his property, the home he had built, the cars, the outbuildings. Treasure caves. Sanctuaries. That was a few years ago - before the house fire.

At the service, Paul let me realize how few had been granted the opportunity to see his collection of vehicles, tools, sheds, happy places. Tonya and I cried together. Her dad had just had his ninety-first birthday this past October. I relate this all to you because I wish to insure that you understand, that you are aware

of all the great members we have, the treasure of history, the knowledge, of all the things we cherish about the hobby. The history! Embrace each other and find more common ground and cultivate friendships.

We have five Mondays in January 2024. This coming Monday is the fourth Monday and it will be our first meeting of this New Year. It is also an important meeting, as it is time for club elections. We continue to operate under the Club Constitution adopted in 2016. Those of you who have attended the last few meetings of 2023 know that spirited discussion was had regarding the proposed changes to the very document. The comments made, the questioning of the proposed wording, has led me to believe that there are indeed folks in this club that are very interested in its future. The passionate discussion prompted the motion to continue that effort with another By-laws Review Committee. This gives me hope for the creation of a new hierarchy, that the call will be answered, and that we—the CHAC will survive and strive.

Please attend our meeting and consider serving on our board. I need to pass the baton.

-Peter

This Month in Automotive History

1925 - John DeLorean is born on January 6, in Detroit, Michigan. Before founding the DeLorean Motor Company in 1975, he managed the development at GM of such cars as the Pontiac GTO, Firebird and Grand Prix.



1985 - Saturn Corporation is founded by GM on January 7. The company's first model was the SL series. The brand, which was known for its "no haggle" prices, ended production in 2009.



2020 - One of two 1968 Ford GT Fastback Mustangs that were used in the Steve McQueen movie Bullitt is sold on January 10 for \$3.7M. Both Mustangs were equipped with 390ci V8s and four-speed manual transmissions.



1974 - President Nixon signs the Emergency Highway Energy Conservation Act on January 2. The law includes the National Maximum Speed Limit of 55MPH. 29 states had to lower their maximums to comply with the law (some had already done so in anticipation of the act's passage).



1989 - The first Dodge Viper prototype is tested on January 11. The Viper, which was produced from 1991-2006 and 2013-2017, peaked at 645hp in 2015 with a 512ci V10 engine.



“You did what????”

A Beloved Car’s Complete Restoration

By Heidi Hagler

It was 1976, the summer before my high school senior year in Orange County, CA. My parents and I wanted freedom. I craved the freedom of emerging adulthood. My parents wanted freedom from driving me everywhere, but especially freedom from driving me to 6 a.m. swim practice every day. For all of us, this freedom held the same form: a car.

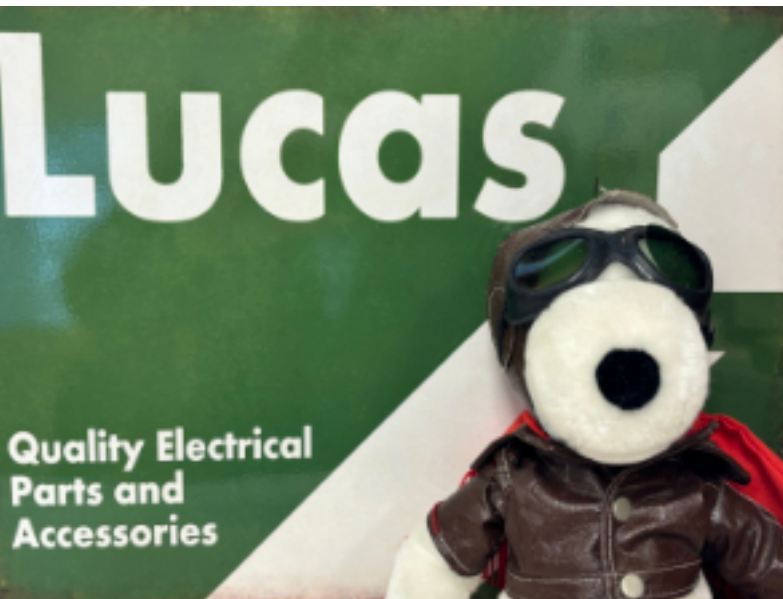
There were many factors to consider: price, price, price, and is it fun to drive. My dad was fearless when it came to working on cars, but he did have the condition that the car at least run on the date of purchase. Every day I scoured the classifieds; many cars were tried and rejected. Then I met Winston. He’d been garaged for a few years, his owner had died and the widow didn’t drive a stick shift. It was love at first drive. The burble of the engine, the oxidized red paint, the worn splines, the broken passenger side door handle, the yellowed vinyl in the rear window. I killed the engine three times on the test drive but I was in love and there was no turning back. I had the princely sum of \$100 on hand, dad loaned me the rest (\$1,100 total). I paid it off before I left for college.

Over the next year, dad taught me all he could about working on the car. I learned how to be the pedal end of bleeding the brakes and clutch, became familiar with the chronically freezing starter pinion, and discovered a little bit about electronics trying to fix Winston’s horn which would honk with every hard right turn. The prince of darkness struck and we needed to redo the wiring harness. As long as that was going on we decided to pull the dash and repaint it—somebody had done a poor rattle-can job on it and there was even some overspray on the turn indicator lenses (remember this part).

Winston took me from home to the next big chapter in my life: college. UC Berkeley. Extra monthly rent payment so I could keep him in a garage. Day trips skiing in Tahoe (Winston got a ski rack for Christmas!). Trips home to So Cal on Spring break. The love affair never faded.



Fast forward. I’ve now finished grad school- I still love Winston and I have my first adult job. Like wearing a suit and being on time job, in San Francisco. Winston didn’t really seem to think that this change in my life meant that he had to change his character. But showing up late for meetings (ref. frozen starter pinion above) and with a wet lap (Winston’s interpretation of being waterproof) was not a good fit. He got stored in favor of a used Ford Escort, but he remained my only love.



April 2, 1987, I am at a blind date at a friend's house. Lightning struck, Chris and I felt like we could have talked all night but this being a first date he politely walked me to my Escort. He may have winced a little. I explained that my "real" car was a 1965 MGB. He said he had a 1959 Bugeye Sprite and we knew the only thing left was to set the wedding date.

Fast forward again, through jobs, houses, two kids....life. And Winston waiting patiently to be together with me again. Spring 2021, we finish disentangling ourselves from our work lives and bring Winston home. It's time to give Winston the love he's been yearning for. First he had to get used to Chris, and Chris needed to channel my dad's MG mojo, but all parties were willing. The adventure began. Winston got naked, got new paint and was ready for reassembly.

Chris was meticulous in getting e-v-e-r-y nut and bolt perfect, and original. He did hours of research, looking at pictures, manuals, YouTube videos, everything---to get Winston as close to "factory" as possible. Chris even kept the change that was in the ashtray when Winston was stored. The project kept him out of trouble for a little over a year.

The moment of truth...and Winston came back to life. It was joyful, tearful, surreal. We got him re-registered (which was a bit of a sad moment: Winston's original black and yellow plate was RPM 690), and took a half day trip on the back roads. Chris was driving and I was

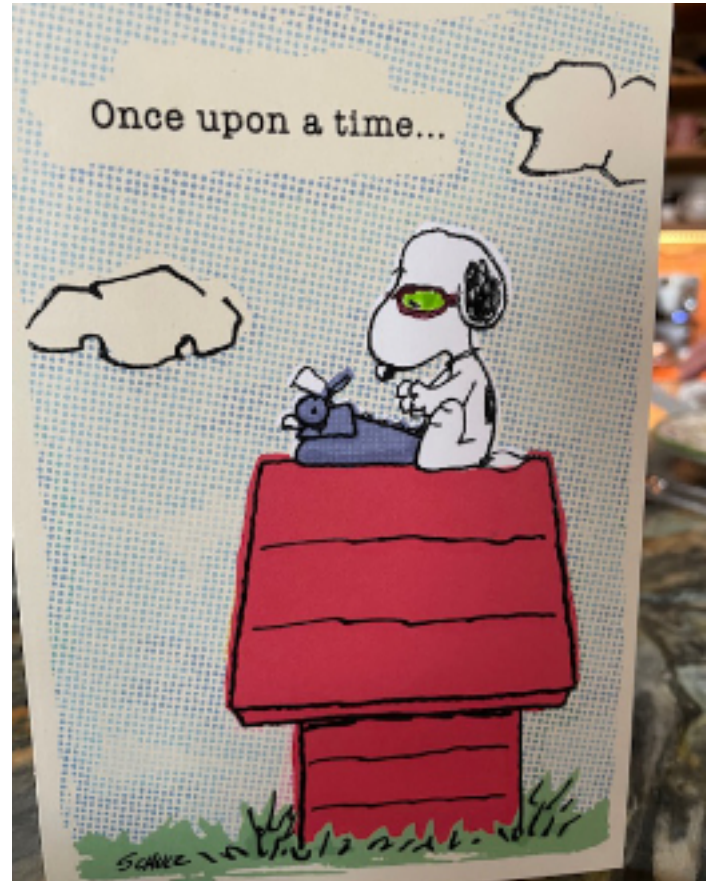
expressing appreciation of every detail of his work. I felt a wave of happiness as I saw the cheerful green of the turn indicator winking at me.

Me: Did you use the turn indicator lenses that were on the car when you took the dash out, or did you get new ones?

Chris: I spent hours on line trying to find what the originals looked like, but nothing looked like the ones I took out. The ones I kept seeing had a front and back and they were shaped differently than the ones in the dash. In the end I figured I'd use what was in the car before.

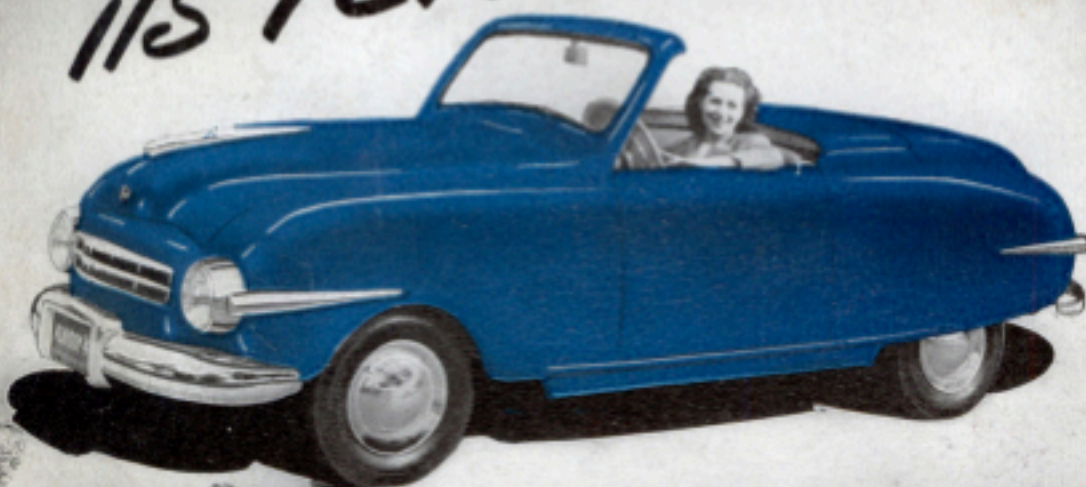
I sat for a minute. Should I tell him?

Dad and I were putting the dash back in the car and after failing to clean the overspray off the turn indicator lenses attempted to order new ones. I don't remember if they weren't available or the wrong ones were sent, but whatever--we were stuck without lenses and getting frustrated. Then I had an idea. I had a stuffed Snoopy. He was dressed in full aviator regalia including goggles....with little green lenses. 📷



it's NEW...

it's TERRIFIC!



The Playboy

PLAYBOY FEATURES

- The only car now being displayed with an all-steel convertible disappearing top.
- Combining the essential features of 3 body styles: business coupe, club coupe, and convertible car, all in one.
- All steel body and frame welded into one piece.
- 4 independent coil springs guaranteeing a smooth comfortable ride, and 4 wheel hydraulic brakes.
- Powered by a 4 cylinder, 40 horsepower Continental or Hercules engine.
- Gives 30 to 35 miles on the gallon.
- Equipped with quality standard automotive parts.
- Priced at \$985 f.o.b. factory.

DEALER AND DISTRIBUTOR FRANCHISES NOW BEING AWARDED.
FOR FURTHER INFORMATION WRITE . . .

Playboy

MOTOR CAR CORPORATION
988 ELLICOTT STREET • BUFFALO 8, NEW YORK

The 1947 Playboy

Based in Buffalo, New York, the Playboy Motor Car Corporation offered a two door, three-seater convertible with a retractable hardtop.

The reported acceleration was 0-60 in 17 seconds, with a top speed of 75mph. The car came equipped with 12-inch tires and tipped the scales at 1900lbs.

Production ended when the company declared bankruptcy in 1951. 97 cars were produced, of which 43 are believed to survive (as of 2018).

Hugh Hefner reportedly said that a friend whose mother had worked at Playboy Motor Car suggested to him that he use the name for his new magazine, which premiered in December, 1953.

CHAC Officers

President:

Pete Rocco

Past President:

Rich Brookes

Treasurer:

Sebastian Heiduschke

Secretary:

Chris Hagler

Board Member-at-Large:

Marsha Raymond

Sunshine Committee:

Barbie Powell

Custodian-For-Life:

Howard Jones

Webmaster:

Sebastian Heiduschke

Newsletter Editor:

Andy Noble

Visit us at:

corvallishistoricaclub.org

Contact us at:

corvallishistoricaclub@gmail.com

The Corvallis Historic Auto Club, a nonprofit organization, was organized over 57 YEARS AGO in Corvallis, Oregon for the encouragement of interest in historical cars, their preservation & restoration, the extension of knowledge concerning them, & related activities.

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Event Calendar:

Below is a partial list of upcoming events. See an updated list on our website calendar: corvallishistoricaclub.org.

Friday, January 19

Covered Bridge Cafe Cars and Coffee, 8:00AM

Free, Every Friday

510 N. 3rd Avenue, Stayton

Saturday, January 20

Portland Cars and Coffee, 8:00AM

Free, Every Saturday

21650 SW Langer Farm Parkway, Sherwood

<https://portlandcarsandcoffee.com/>

Sunday, January 21

Albany Cars and Coffee, 10:00AM

Free, Every Sunday

1393 Clay Street, SE

Monday, January 22

C.H.A.C. Membership Meeting, 7:00-8:30PM

Shepherd of The Valley Lutheran Church, 2650 NW Highland Dr, Corvallis

Saturday and Sunday, March 2-3

18th Annual Salem Roadster Show. All Day Event

Oregon State Fairgrounds

\$15 admission, 15 and under free

<https://salemroadstershow.com/>

Friday-Sunday, March 15-17

68th Annual Portland Roadster Show

Portland Expo Center

\$20 admission, 12 and under free

<https://portlandroadstershow.com/>

On The Cover: 1960 Ford F-100

The third-generation Ford F-Series pickups were produced from 1957 through 1960. The Styleside F-100 integrated the bed, cab and front fenders. For 1960, Ford offered the Mileage Maker 223ci inline-six and 292ci Y-Block V8 engines.

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.