

The Radiator

July 2026

Official Publication of the Corvallis Historic Auto Club





Evan Sether
Club President

President's Message

Dump the clutch...

I was about nine years old when I *attempted* to drive a manual 1986 Ford F-150 in the hay field with Dad. Ideally, I would steer the truck down the line of hay bales so others could load the trailer. As I had zero experience in motion behind the wheel at the time, the necessity of nuance in clutch and accelerator use was a jolting - and elusive - lesson. I thought I would never learn.

Now, a 1986 F-150 is not a particularly temperamental vehicle to learn on, but I lacked the leg strength to counteract the strong clutch return spring. I also lacked the height to see where I was going, but time was on my side!

Just a few years later, there I was in the hay field again. Certainly a little taller, maybe a little stronger. This time my trusty steed was a 1989 Ford F-250 7.3L diesel. Dad's lesson was much shorter. Clutch in. First gear. Dump the clutch if you have to. Steer a straight line.

The torque of that engine mercifully overcame this knobby-kneed boy's inability to feather the clutch. Dad knew that.

Forgiveness is an exceptional attribute in human beings, let alone a pickup truck.

I read Gary Peterson's President's Message in the June Radiator from Virginia, where I had been working for several months. Contemplating the possible dissolution of CHAC, I typed out my willingness to serve on the board. One month later, to the day, I find myself typing my first President's Message. Lucky me?

My thanks to Chris Hagler for stepping back in as Secretary and to Andy Noble for graciously accepting my request to remain as Member At-large. Gary, I appreciate your service to the club as President and for shepherding me into my new role. You and all current and past board members are a fine example of stewardship.

Since CHAC didn't "Thelma & Louise" off a cliff, the time has come for members to pay their \$25 annual dues! Understandably, a budget for the 2026-2027 fiscal year was not completed since there were more existential questions to be answered this spring. More to come on that this summer.

I am pleased to report the Car Show made a small profit. Dave Snell will provide more information at the July meeting. By all accounts, a nice day for a car show. Gratitude for all those who helped make it a successful event.

I have only been a member of the club for about three years, so maybe I am barely tall enough to see over the steering wheel and a tad too weak to feather the clutch well.

But CHAC is like that brown over tan diesel pickup of my youth, resilient and forgiving. So, I feel a little better if I can only put it in first and dump the clutch. We are still moving forward in a straight line.

Looking forward to picking up speed together,

Evan Sether
CHAC President



"I don't sell cars; I sell engines. The cars I throw in for free since something has to hold the engines in."

– Enzo Ferrari

This Month In Automotive History

By Andy Noble

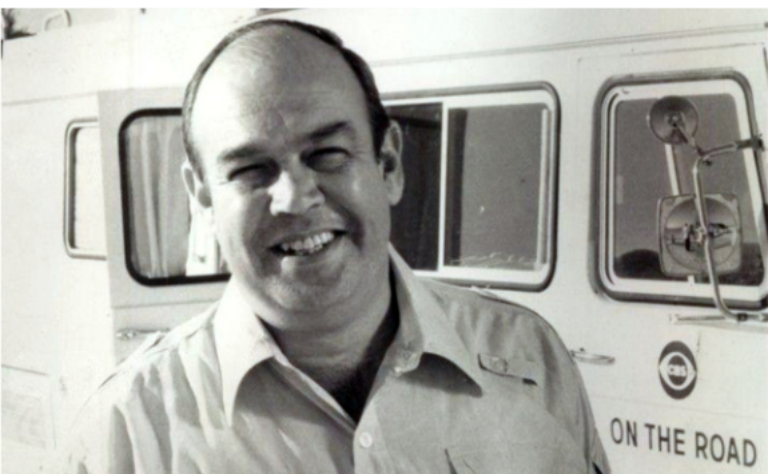
1907 - Ernst Loof is Born in

Neindorf, Germany on July 4th. Loof contributed to the design of the rare BMW 328 in the late 1930s. He also raced in the August 2, 1953 Formula One German Grand Prix. He retired from that race when his fuel pump failed after racing for a total distance of six feet, setting the still-standing record for the shortest Formula One career.



1974 - The Film "Gone in 60

Seconds" is released on July 28th. The low-budget film had no official script, with the friends and family actors ad-libbing their lines. The movie's 40-minute car chase is the longest in film history and took place through five cities. The film ranked 24th at the box office for July-September of 1974.



2004 - Mercury Montego Third

generation production begins on July 12th, 28 years after the final second-gen was produced in 1976. After poor market reception, the Montego was renamed the Sable for the 2008 model year.



1926 - The Town of Speedway,

Indiana is incorporated on July 14th. The town is the home of the Indianapolis Motor Speedway, from which it took its name. The Motor Speedway founders planned the town to be a city without horses, so that the residents would both drive cars and make parts for them at the nearby Allison Engine Company.



1997 - Charles Kuralt Dies on

July 4th at age 62. Kuralt is perhaps best known for his "On the Road" feature that ran on the CBS News with Walter Cronkite from 1967 to 1980. In the feature, Kuralt told human-interest stories from along the nation's back roads, wearing out six motor homes while logging over one million miles.





2026 Corvallis Cruise-in

Corvallis Historic Auto Club Hosts Another Successful Car Show.

Story by Andy Noble

Our second-annual Corvallis Cruise-in car show was once again held on Father's Day weekend, and what a show it was. The mild weather was a big plus, with morning overcast and temps peaking at about 73 degrees by mid-afternoon.

Attendance is growing, with this year's turnout reaching 83 entrants vs. 73 last year. We continue to get lots of positive feedback from attendees, and are beginning the work to incorporate new ideas for next year's show.





In addition to the growing number of show entrants, we also saw a marked increase in the number of show spectators, who nearly filled the primary visitor parking lot!

Credit for the show's success starts with club treasurer and car show committee head, Dave Snell. Dave worked tirelessly to handle a seemingly endless list of details, not the least of which was handing out well over 1000 flyers at earlier car shows throughout the Willamette Valley.

Thanks, too, to the many club members who signed up sponsors for each of our award categories, as well as the show presenter, D&A, Inc. Property Management. Because of our sponsors' generous financial support, the club is able to make a meaningful





donation to the the Linn-Benton Community College Automotive Technology program, as well having presented some really sweet etched crystal trophies to our winners.

Mystery Machine DJ Glen Anderson was kept busy capably providing music and emceeing our award ceremony. Food vendors LaChina and Hott Poppin Concessions kept everyone fed for both breakfast and lunch.

A good number of club members turned out to keep things at the show running, from people collecting entrance fees to those who directed show vehicles to parking spots, as well as handling the registration desk and the 50/50 tickets. The show wouldn't happen without member participation. If you couldn't make it this time, we hope that you will consider pitching in next year! 🍷

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

For Sale By Owner

1956 Nash Metropolitan for Sale (Dan Croft):

- \$14,500
- Beautifully restored inside and out
- Starts and runs great; it's a lot of fun to drive
- 1.5L Series A engine with 3-speed transmission
- New tires, shocks, battery, and u-joints
- Recent mechanical inspection report available
- email: dancroft@comcast.net



Wanted

I am looking for a driver's vent window (glass and the mounting hardware) for a 1950-51 Ford 2dr or 4dr sedan. 1949 has a small difference but may also work.
Call Roger Marier, 541-926-6195.



The 1954 Nash Metropolitan

By Andy Noble

Nash Motor Company introduced the Metropolitan for the 1954 model year. Though designed and marketed in the US, the economy car was built by the British Motor Corporation.

The Metropolitan, which had a shorter wheelbase than even the VW Beetle, was intended as the second car in a two-car family. The initial order from Nash was for 10,000 units.

The car was nicknamed the "baby Nash" and had a gross vehicle weight of just under 1,800 lbs. Its mileage was impressive at over 39mpg at 45mph.

While American's at the time said that they were interested in economy cars, the Metropolitan sold slowly, with a little over 7,000 Series I units being sold in its first six months.

Nash merged with Hudson Motor Company to form American Motors Corporation in May, 1954. AMC began selling the Series II Nash. The Series III followed in late 1955, and the Series IV appeared at the beginning of 1959, which was the Metropolitan's best-selling year at over 22,000 units.

One of the Metropolitan's biggest competitors was another AMC model, the Rambler American. While the Big Three also competed in the category with their own compacts, the Rambler could be had for only \$100 more than the Metropolitan. With falling sales, the last Metropolitan body was produced on April 10, 1961.

It's Here! Nash Presents a Completely New Kind of Car ...the **Metropolitan!**



Four years ago we presented for public opinion the prototype of an entirely new kind of car . . . an American concept of European motor car design. It was seen by hundreds of thousands of enthusiastic motorists across the nation. Their opinions have gone into the car we present today . . . the all-new Metropolitan. It is revolutionary in economy and operating costs, new in handling ease, and thoroughly American in comfort and performance. Read about it here . . . then accept our cordial invitation to see and drive the Metropolitan.

NO MATTER WHAT car you are driving now, you'll want to see and drive the exciting new Metropolitan. The result of 11 years' research by Nash—an entirely new kind of car, a new size of car for today's driving needs!

It's a family car . . . practical for small families, a sensible second car for large families . . . offering up to 40 miles to the gallon!

It's a pleasure car . . . a dashing, road-hugging sportster . . . exciting to drive . . . proudly styled, beautifully made . . . and handles like a sports car.

It's a business car, perfect for those who use a car constantly—and want lowest operating costs and amazing parking ease.

Come and see the finest and most luxurious car of its size ever built. A car that can ride three in front, with an extra utility seat in back.

Here's more good news! Whether you choose the Convertible or the "Hardtop" model, the low, low price includes Weather Eye Conditioned Air System, custom radio, directional signals, continental rear tire mount, foam rubber cushions with custom nylon and genuine leather upholstery. There's nothing more to buy!

Yes, the Metropolitan is *all automobile*. Built as a double-rigid structure—protecting you with unitized Nash Airlyte Construction. Built with Nash quality—Nash ruggedness—and completely bonderized for rust protection. Built like all Nash cars for a double lifetime of service.

We invite you to see and try this exciting new kind of automobile—sold and serviced by Nash dealers everywhere. Then you'll know why everybody's talking about the new Metropolitan.

UP TO 40 MILES A GALLON!

- Official records in 24-hour NASCAR supervised runs: Non-stop economy test—41.6 miles a gallon at 34.7 m.p.h. Performance test—1469 miles at an average of 61 m.p.h.
- Choice of two models—Convertible and "Hardtop"
- Powered by the famous Austin A-40 overhead valve engine
- Continental Styling on a new scale
- World's Easiest Handling and Parking
- Riding Comfort of a Large Car
- Airlyte Unitized Construction—World's strongest and safest
- Lowest of Operating Costs

Metropolitan

NEWEST MEMBER OF THE

Nash

Airlyte Family

Ambassador • Statesman • Rambler

Built with a "Double Lifetime" . . . Your Safest Investment Today . . . Your Soundest Resale Value Tomorrow

SOLD AND SERVICED BY NASH DEALERS FROM COAST TO COAST

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Howard Jones

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Murphy Gleske

Newsletter Editor:

Andy Noble

Visit us at:
corvallishistoricautoclub.org
Contact us at:
corvallishistoricautoclub@gmail.com

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: corvallishistoricautoclub.org, and check out the list at Salem Auto Club Council: <https://salemautoclubcouncil.org/>

Saturday, July 25

Brent Strohmeyer Memorial Car Show, 9:00AM-2:30PM

\$20 per show vehicle

Sunrise Park

542 NE Berry, Sublimity

Questions: 503-930-8976 or stroscars@wvi.com
Monday, July 27

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

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

Saturday, August 1

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

Sunday, August 9

Boones Ferry Cruise-In, 10:00AM-2:00PM

Registration \$15 per vehicle

30299 SW Boones Ferry Road, Wilsonville

Questions: (503) 475-6026

Sunday, August 15

Central Lions Club Annual Cruise-In, 9:00AM, Awards at 2:30PM

Registration \$25 per vehicle

Riverview Park & Amphitheatre

50 C St., Independence

Questions: centrallionscruisein@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: 1954 Chieftain

Pontiac introduced the Chieftain in 1949. Along with the Streamliner, it was the first all-new post-WWII Pontiac design. Options included a seven-tube radio, tissue dispenser, underseat heaters and a Remington shaver. Engines included both inline-6 and inline-8 versions, including the 268ci Silver Streak. The Chieftain was discontinued after the one-year-only third-gen 1958 model.

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.