



March 2025

The Radiator

Official Publication of the Corvallis Historic Auto Club



**Janeen Rudd
Club President**

President's Message

We had a great Board meeting this month, with the addition of Dave Snell, who gave us an update on the Adair Park Car Show set for June 14. Dave and his committee are getting things in order quickly.

Peter has arranged for food trucks and the DJ. Flyers are going out at all venues already, and as soon as possible we will be asking members to pass them out and post them wherever you go: grocery stores, parts stores, vendors of any kind, car shows, etc. Be creative; if you see a classic car or an interesting car, carefully put a flyer on the windshield.

D.J. is doing a great job already this season, getting his Roadmaster Calling All Cars out to our members. Thanks D.J. We appreciate your hard work! A couple of additions, which will probably show up on his coming attractions... Dyno Days at LBCC will be on May 16 and 17. Get your reservations in early because space fills up fast. 541-917-4506. \$50 for 3 runs.

Corvallis Manor has asked us back again on July 19, 11:00-1:00. Dave Stein has made our reservations for the club picnic and anniversary celebration on July 27. I realize these are a few months out, but we all know how quickly our calendars fill up this time of year.

Sign up sheets for the car show will be going around at the meeting on Monday, March 24. Please keep in mind that we request each club member sign up for a spot at the swap or the car

show (or both). The success of both events is what makes all of our club activities possible. The money we take in allows us to put on the steak BBQ picnic, the pizza feed and the Christmas party. Please be generous with your time. There are many slots to fill, so there should be something there you would enjoy doing.

Chris mentioned that he is working on an updated roster and hopes to have it out by the end of March. If any of your information has changed (additional family member, new address, new phone number, new car or sold car, etc.) please let Chris know as soon as possible. And remember to review your information when the new roster arrives.

Please keep in mind that we have elections coming up. We want to have nominations in place for the May elections, so please get your name in the hat or talk to members about signing on for either president or treasurer position. We'd like to have candidates in place at the April meeting. We have a name for the secretary position. Dave Snell has volunteered to run as Member-at-Large and Murphy has stepped up as our Webmaster. We still need a President and a Treasurer. The club can't run without those positions. I will, of course, stay on as Past President.

Hopefully spring will arrive soon and we can get on with the Car Show Season. I hope everyone is doing well and will be at our Membership Meeting on Monday, March 24. See you then!

Janeen

This Month In Automotive History

By Andy Noble

1911 - Anton Westgard begins

the first transcontinental trip on March 4th, in a 37hp truck. Westgard, who was nicknamed "The Pathfinder," was appointed by the Federal Highway Administration to attempt the crossing in order to research places for the first transcontinental highways. His survey results led to the development of what became the Lincoln Highway in 1913.



https://commons.wikimedia.org/wiki/File:LaSalle_1928_Planeten.jpg

1947 - William C. Durant Dies in

New York City, New York on March 18th, at the age of 85. Durant founded General Motors in 1908, and in 1911 co-founded Chevrolet, which GM eventually absorbed. Durant saw many career successes and failures, and by 1936 was bankrupt. He suffered a stroke in 1942 and died from related complications.



2017 - The Range Rover Velar is

unveiled at the London Design Museum on March 1st. The crossover shares its aluminum platform with the Jaguar F-Pace, and is available with either a 3.0L turbo-diesel (296hp) or 5.0L supercharged V8 (542hp). The Velar was named the "World's Most Beautiful Car" in 2018 at the 2018 World Car Awards in New York City.



1927 - The LaSalle Series 303

is introduced by General Motors on March 5th. The first generation included the 1927-1933 model years. The car, which was built by GM's Cadillac division, came equipped with a choice of L-head V8 engines from 303ci to 345ci, and a 3-speed synchromesh manual transmission.



1964-FordMustangProduction

begins on March 9th. Though the early start was nicknamed "1964 1/2", 1965 was officially the first model year. It's introduction was the most successful launch since the 1927 Model A. The car has been in continuous production, and more than 10 million Mustangs have been sold.



All Things Jaguar

How I Came to Love Jaguars, Or: Can You Spell **OBSESSED??**

Story and Photos by Janeen Rudd

I was 19, living in Anchorage, Alaska and it was 1967. At the time Anchorage had a population of about 45,000 and I loved exploring the city. We had taken a drive through a subdivision when I spotted the most beautiful car I'd ever seen. It was parked on the street, of all things. What were they thinking??? Bear in mind I grew up in Corvallis and I was always a car fan. But Exotic Cars were not the norm. This beauty was definitely Exotic. I had to get closer.

I think I jumped out of the car before it stopped! As much as I wanted to check out that engine, I didn't feel like I should knock on a stranger's door, but I studied that gorgeous creature from bonnet to

boot. I'd heard of Jaguar, of course, but had never seen one up close and personal. It was an XKE, a Series I, as I came to find out later. THREE windshield wipers! Glass covered headlights. She was beyond gorgeous and I was madly in love! I vowed then and there that I would have one. And so it began ...





First it was the 1960 Marque II I spotted on Hwy 99 near Rickreall while on a trip Outside to visit family. Sitting in a field with a for sale sign. It wasn't an E-Type, but it WAS a Jaguar. And it was Beautiful black leather interior, Old English White and the walnut burl wood was superb. She didn't need a thing. \$2,500. A call to hubby, shipping arrangements, money transferred and the deal was done. A long wait but when she arrived I was thrilled all over again. We joined the Jaguar Club in Anchorage and barring snow and ice, we traveled to

work and to play in that car. Then we left Alaska and the Jag stayed behind in favor of the 1956 Mercedes 190SL.

I had to wait ten years, but I found that incredible primrose yellow E-Type (again as I found out later, it's only an XKE in America; it's an E-Type everywhere else). I had moved to Medford and driving down Central there she sat in all her resplendent glory in a showroom window. I don't remember the name of the store but the salesman was Doug and we became fast friends. Or friends fast ...



This one corralled the only ticket I DIDN'T get! He just wanted to look over the car! (See, I'm not the only one!)

\$6,000! How could I resist?! I had a lovely 190SL Mercedes that Doug was more than willing to take as trade and the deal was done. I was in heaven! That car! Oh, that car! It made my heart happy just to sit in it.

We immediately joined the Portland Jaguar Club of Oregon and began our monthly treks



from Medford to Portland, with an overnight in Corvallis to visit family. It was an active club, with day trips, rallies, races, shows, autocross, etc. There were summer months when we would make two or three trips to participate.

Then came the first XJ6C. A two-door coupe with the vinyl top, a feature only found on the C. After that another E-Type, 1970, Series II, Old English White. And then another XJ6C. This one, incidentally, was the only one I ever had trouble with. It had been owned by a jeweler

who knew bupkis about Jaguars! Readily corrected with a new Jaguar engine. And now the F-Type! I'm more in love than ever!



Somewhere along the line the Collection Bug took a big bite! It started small: a hat pin at the All British Field Meet; a mug; a reusable bag. Then the swap meets... models, from micro to 1/12 scale and everything in between, from all over the world and in a dozen different materials: glass, plastic, metal, British coal, lead crystal, silver plated, gold plated, brass, ceramic, etc. And the miscellany: sun glasses, coasters, artwork, tea pot, phones, cigarette lighters (AND cigarettes!), desk items, towels, jewelry, music box, transistor radio, stuffed animals, toys, puzzles; you name it ... even a cookie jar! If it said Jaguar or intimated that it was Jaguar oriented, it went into the collection. That collection now numbers 27 boxes and includes over 300 models plus all the miscellany.

Now you can spell **O-B-S-E-S-S-I-O-N!** 



351 Cleveland

A Tale of Three 351s



351 Windsor

WHY DID FORD HAVE THREE DIFFERENT 351-CUBIC INCH ENGINES IN THE 1970s?

Story by Dave Snell.

Let's start with the 351W known as the "Windsor" which was manufactured in Windsor, Ontario from 1962 to 2000. The Windsor was designed to replace Ford's aging "Y" block V8. Versions of the Windsor had cubic inches ranging from 221 to 351. The most recognized are the 289 and 302 versions that were installed in thousands of Mustangs, Cougars, Torinos and numerous other Ford models. The 351W version had an extended block to accommodate longer connecting rods. Today, the Windsor small block is, by far, the most popular Ford performance engine with a multitude of after market parts. The Windsor was installed in legendary cars like the Shelby Cobra, the Trans-AM Mustang and the GT-40. So, why would Ford engineers create another 351 engine when they were having so much success with the Windsor platform?

Apparently, Ford engineers believed they needed a mid-range engine that could perform better in the 350 to 400 cubic inch range especially with Chevrolet's 350 on the market. Modifying the Windsor for that market would require a whole new block architecture. The new engine became known as the 351 "Cleveland", named for the plant in Cleveland Ohio where it was manufactured. The emphasis was going to be on performance with a block that could be expanded

to 400 cubic inches. There were two-barrel and four-barrel versions. The four-barrel had big intake and exhaust valves set at slight angles to allow for aluminum pistons and high air flow. The 1971 Boss 351 engine was the top of the Cleveland line with four bolt mains, solid lifters and an 11:1 compression ratio. I have had three 351Cs built for various cars over the years and I can tell you it is a remarkable performer. It pulls hard well into and beyond 6000 RPM. Today, finding a good Cleveland engine can be tough. They are much less common and the parts are more expensive than the Windsor.

The oil embargo, gas shortages and government regulations doomed the 351C. Beginning in 1974, it morphed into the 351M and was discontinued in 1978. The "M" stood for modified but the modifications downgraded the performance. There was no four-barrel "M" version.

The 351W and the 351C look quite similar at first glance. The most obvious way to spot the difference is the location of the top radiator hose. The 351W comes out of the intake manifold but the 351C comes directly out of the block. Parts are NOT interchangeable between the Windsor and Cleveland so you need to make sure to verify the numbers on the block when hunting for parts. 🏠

For Sale By Owner

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

Sue Probus has this 1968 Ford LTD for sale: \$16,000

- 390 V8, C6 transmission, both completely rebuilt. Fewer than 3,000 miles on rebuild. 143K on odometer.
- Rebuilt suspension and new exhaust.
- Garaged since new, collision-free.
- Phone or text: (541) 248-7392

Bill Ayres has tires for sale. Price negotiable.

- Set of 5 Coker 6.00 x 16
- Wide whitewalls
- Heavy-duty tubes
- Low miles
- Purchased in 2012
- Contact Bill: (541) 752-2398



Ford Pinto. The best-selling small car in America.

(wheelbases under 100 inches)



Ford Pinto 3-Door Runabout

The 1977 Ford Pinto

By Andy Noble

Ford introduced the Pinto in 1970 in an effort to counter a wave of small Japanese imports like the Toyota Corolla and Datsun 510.

The Pinto came with an inline four-cylinder, 98ci engine, the first four-cylinder that Ford offered in North America since its cancellation of the Model A engine in 1934.

The Pinto was initially offered as a fastback sedan, with a hatchback version being added in 1971. The hatchback was marketed as the Runabout, which was followed up in 1972 with a station wagon version. 1975 saw the addition of a 170ci V6.

The Pinto is, perhaps, most famous for rear-end collision-related fires. In 1978, Ford voluntarily announced the largest recall in history to-date, to install a polyethylene shield next to the gas tank, and later lost multiple crash-related lawsuits.

A 1991 article in the Rutgers Law Review examined Pinto fatality rates. It found that the car's record was approximately even with the AMC Gremlin, Chevy Vega and Datsun 510, a conclusion that was consistent with NHTSA findings.

The Pinto's image, however, had been indelibly tarnished. Its last model year was 1980, with a lifetime total of over 3 million cars sold.

Check the facts:

1. Low price plus . . . Pinto starts out with a low price. But that low price includes a powerful cast-iron engine for climbing steep hills, passing quickly, and entering highways confidently. Pinto also has a wide track to help give it a comfortable, stable ride. And every Pinto has a sporty suspension system and rack-and-pinion steering for precise, responsive handling.

2. Excellent mileage.

39 mpg highway **27 mpg** city

EPA estimates: With 2.3 liter engine, manual transmission, 2.73 axle without air conditioning, power steering and power brakes. Your actual mileage will vary depending on your car's condition, optional equipment, and how and where you drive. California and high altitude ratings lower.

3. Scheduled maintenance reduced **\$353.**

- Over the past four years, more than 75% of the scheduled maintenance requirements on Pinto's 4-cylinder engine have been reduced or eliminated. That's an estimated reduction in costs of \$353.
- So today, the base Pinto's average scheduled service is estimated at only \$186 for the first 50,000 miles.

Based on Ford's Service Labor Time Standards Manual, a \$13.60 labor rate, and suggested retail parts prices in effect 8/31/76.

4. High resale value.

Pinto consistently has high resale value. Compare Pinto's resale prices to Vega's, for example:

Used Car Retail Prices, January 1977

MODEL YEAR	VEGA	PINTO	Pinto Advantage
1973	\$1,264	\$1,489	\$225
1974	\$1,572	\$1,861	\$289
1975	\$1,958	\$2,306	\$348

Source: National Average N.A.D.A. Used Car Guide

It's easy to see why most small cars have a tough time beating Pinto's built-in and lasting value.

And more...

- Durable and reliable 2.3 liter cast-iron engine.
- Roomy, comfortable interior.
- Exciting options.
- Rugged unit-body construction.
- The best rust and corrosion protection system in Pinto's history.
- More than 5,500 Ford Dealers.



3-Door Runabout with new all-glass third door and flip-up removable roof options.

FORD When America needs a better idea, Ford puts it on wheels.

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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: corvallishistoricautoclub.org.

Monday, March 24

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

Friday, March 28

Covered Bridge Cafe Cars and Coffee, 8:00AM
Free, every Friday
510 N. 3rd Avenue, Stayton

Sunday, March 30

Albany Cars and Coffee, 10:00AM
Free, every Sunday
1393 Clay Street SE, Albany

Friday - Sunday, April 4, 5

Portland Auto Swap Meet
12-and-under free, General Admission \$13 Fri-Sat, \$5 Sun
Portland Expo Center, 2060 N Marine Dr, Portland
<https://www.portlandautoswapmeet.com/>

Saturday & Sunday, April 26, 27

Medford Rod & Custom Show
\$13 Kids, Seniors & Military, \$15 Adults
Rogue X Event Center, Medford
<https://bettercarshows.com/medford-rod-and-custom-show/>

Saturday, June 14

C.H.A.C Corvallis Cruise-in Car Show
Free admission and parking, \$20 vehicle registration
Adair County Park, 7295 NE Arnold Ave, Corvallis

On The Cover: 1956 Bentley S1

Bentley sold the S-series for the 1955-59 model years. Post-WWII, the company continued to offer the option of custom coachwork. This example was crafted by custom-builder Hooper and Company, which was based in London, England. The S-series came in 2- and 4-door models, with a 4.9L inline-six and four-speed automatic transmission.

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.