

The Radiator

March 2026

Official Publication of the Corvallis Historic Auto Club





Gary Peterson
Club President

President's Message

Our annual Swap Meet is coming soon. It will be held on Sunday, April 26, from 7:00 am to 3:00 PM at the Benton County Fairgrounds.

The Swap Meet is a significant event for the CHAC each year, as the revenue funds most of the Club's activities for the year, including the picnic and steak fry, Holiday party and the pizza feed. The premise is that with our members working at the Swap Meet, the reward would be no charge for our folks to attend the listed activities. This arrangement has worked well for many years.

We need your help and participation to have a successful Swap Meet. We need Club members to help with the Saturday set-up beginning at 9:00 am, the vendor gate on Sunday beginning at 6:00 am, the visitor gate (also beginning at 6:00 am), the kitchen and Sunday clean-up at the end of the event.

We will have sign-up sheets available at the next membership meeting on Monday, March 23, for each of these areas. If you are unable to attend the membership meeting but will be able to help at the event, please send an email to corvallishistoricautoclub@gmail.com and we will sign up for you. Thank you! Without the work and support of our members, it would not be possible for us to have this event each year.

Club members are encouraged to bring their cars to display at the Swap Meet. We are not advertising this as a "show", but we know that some members and visitors may bring vehicles that they'll want to display. The Board has decided that visitors bringing a car to show will pay the \$5.00 admission fee and then be able to park in the lot next to the Auditorium where we formerly had the car show.

This is the last year of a three-year contract agreement which we have with the Benton County Fairgrounds for the use of their facilities. We signed a three-year contract in 2023 to "lock in" the facility usage fee. That decision has served us well. However, we are now looking at the costs of the facility for 2027 and beyond. Anticipating an increase in the rental fee for the fairgrounds, we have studied other locations for the Swap Meet. However, other than potentially holding the Swap Meet in conjunction with our Car Show at Adair Park in June, we have not located another location which would work as well for us as the fairgrounds.

As we discuss the future of the Swap Meet, it is important to consider several factors other than cost. Our Swap Meet has been successful for many years due to its constancy – same location, same date (last Sunday in April-except when it is

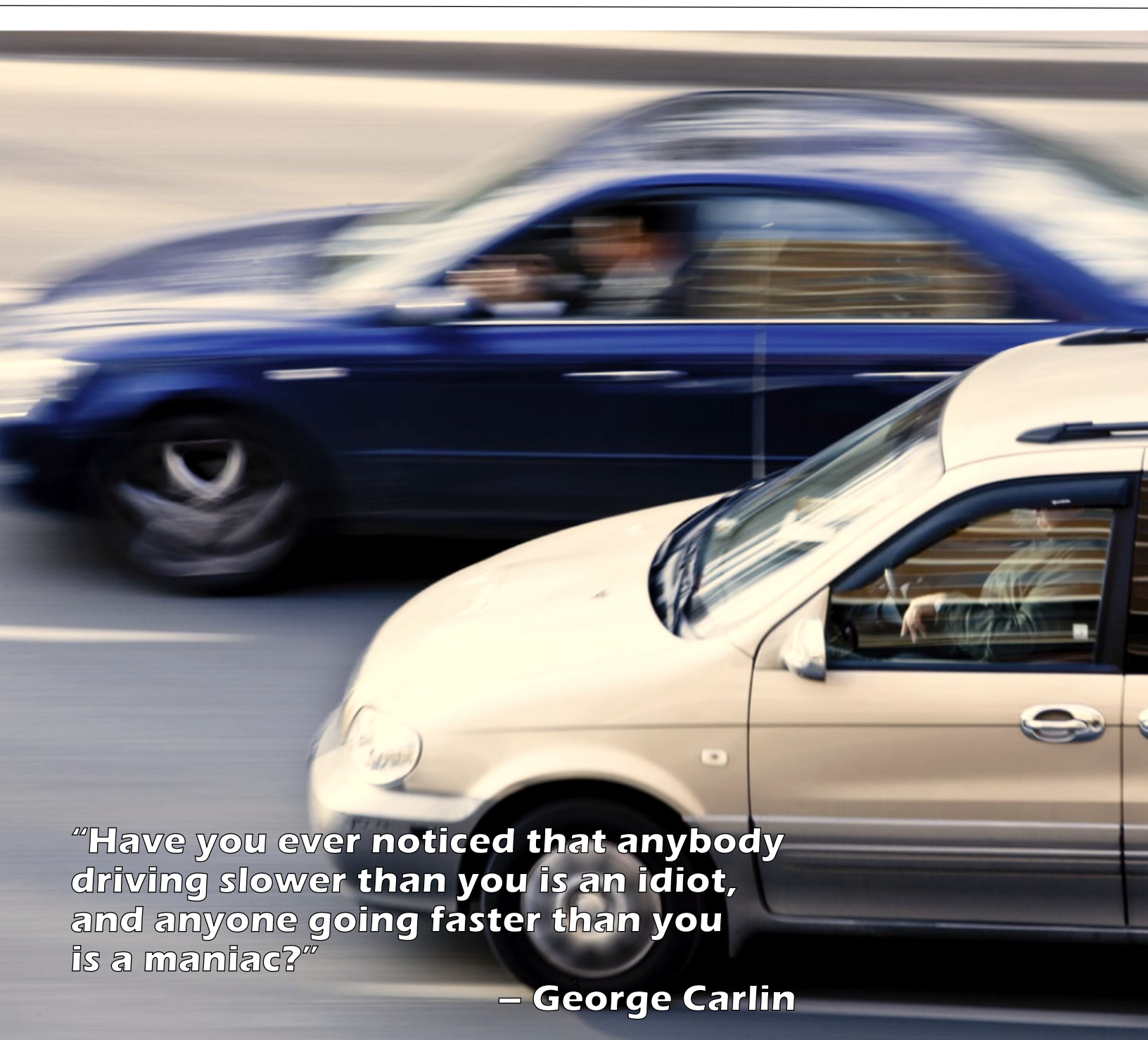
Easter...the next occurrence of that will be April 25, 2038), strong leadership from Chair Rich Brookes and his team with member support, and decent weather most of the time. We have also had the advantage of the indoor arena at the Fairgrounds when the weather wasn't so good.

Continuing an agreement with the Fairgrounds builds on this consistency and is a key reason why our revenue from vendors and entry fees has only

marginally declined (15 percent) in the past ten years. However, with a 25 percent increase in Fairground usage fees during that same time, our actual profit from the Swap Meet has declined nearly 50 percent.

We look forward to your help and participation in the 2026 Corvallis Swap Meet.

Gary



"Have you ever noticed that anybody driving slower than you is an idiot, and anyone going faster than you is a maniac?"

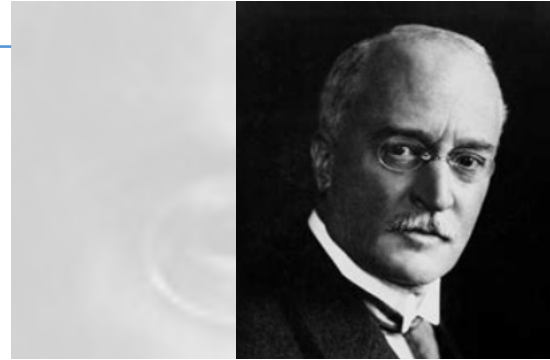
– George Carlin

This Month In Automotive History

By Andy Noble

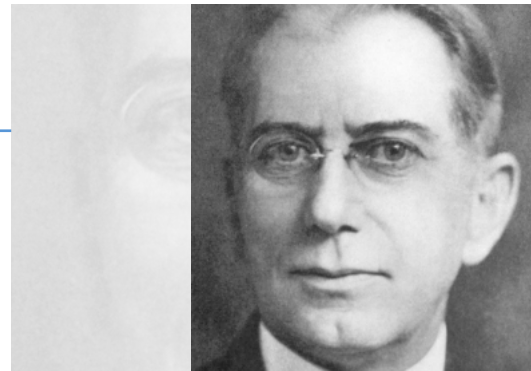
1858 - Rudolf Diesel is Born in

Paris, France, on March 18th. Diesel invented an engine that used compression ignition instead of the spark plug that was used in gasoline engines. Both the engine and its fuel were named for him. The first successful diesel engine, a single cylinder, 25hp four-stroke, was officially tested in 1897. Diesel was inducted into the Automotive Hall of Fame in 1978.



1902 - The American Automobile

Association is founded in Chicago, Illinois on March 4th. The privately held not-for-profit collection of individual clubs was founded in response to a lack of roads and highways that were suitable for automobiles. One of its earliest activities was advocating for the building of a cross-country highway.



1929 - David Buick Dies in Detroit,

Michigan on March 5th, at the age of 74. The Scottish-born entrepreneur invented the overhead valve engine in 1902, the design of which is still used in most internal-combustion engines today. Buick founded the Buick Motor Company in 1903, which later became a key General Motors brand. He was inducted into the Automotive Hall of Fame in 1974.

1972 - Deep Purple Releases

the song Highway Star on March 25th. The song is the opening track on their Machine Head album. It was composed by the band while they were riding on a tour bus to a show, and was performed that same night. Guitar World voted it No. 15 on its list, "100 Greatest Guitar Solos."



2016 - Cadillac Releases the CT6

on March 11th. It was the first full-size Cadillac to use rear-wheel drive since the 1996 Fleetwood. Semi-autonomous driving was offered starting in 2017. The CT6 second-gen was released for the 2023 model year, and is now exclusively sold in China.



American Motors Goes Its Own Way

Story by Dave Snell

In our previous edition of the Radiator we reported how Hudson and Nash-Kelvinator together morphed into the beginning of American Motors in 1954.

Nash and Hudson were big cars competing with the Big Three (Ford, GM and Chrysler). The problem for AMC was that both cars were built on separate platforms and very few parts were interchangeable. Another downer for AMC was the post war trend of automakers changing their car designs every year. AMC did not have the capital or other resources to follow suit.

So, the new AMC President George Romney made the decision that AMC would stop making big cars to compete with the Big

Three. Romney believed that the economy car market was underserved, and that AMC would be better off making cars for this niche market (ahead of his time as it turned out).

In 1954, AMC was still buying engines and transmissions from Studebaker/Packard. This was expensive, so they invested \$40M into development and tooling for new six- and eight-cylinder engines, which were more suited for their economy cars.

By 1958 AMC had discontinued the Nash and Hudson models to focus on the new Rambler models. The new models included the Rambler 6, Rambler American and the Rambler Ambassador for upscale buyers.



1965 AMC Marlin

Romney's strategy paid off, as AMC was profitable and the Rambler brand was number three in auto sales in 1961. Romney departed AMC, however, to pursue a career in politics in 1962. His replacement, Roy Abernathy, believed that the typical AMC buyer would eventually want bigger and sportier cars. Abernathy increased corporate debt to provide new infrastructure for building redesigned models

for 1965. This strategy lessened the focus the economy car niche and put AMC back in competition with the Big Three.

Sales of the upscale Ambassador were strong in the mid sixties but sales of the American declined as the market demanded yearly design changes. AMC simply did not have the capital to keep up,

1966 AMC Ambassador Wagon





<https://www.fastlane-cars.com/vehicles/43/1968-AMC-AMX>

1968 AMC AMX

but they kept trying. By now AMC was losing millions after being profitable just a few years before. Abernathy was forced to retire and replaced by Roy Chapin, son of the founder of Hudson.

One of Chapin's ideas was to create cars that could compete in the muscle car boom of the late sixties, but by the time the cars were introduced, the Big Three had a

three-year head start in that market. AMC muscle cars included the AMX, Javelin, Rebel and Scrambler. These models were well regarded by the automotive press but did not sell in numbers anywhere close to the numbers of the Big Three. Because of their low production numbers, these models are relatively rare today, making them popular with collectors. 🏠

Next up: The AMX/3 story.

1968 AMC Javelin



https://bringatrailer.com/wp-content/uploads/2025/04/1970_amc_javelin_img_12601-57114.jpg

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

For Sale By Owner

John Dietz is selling Earle Greig's 1948 Buick for \$33,500.

- 1948 Buick Super Convertible body
- Engine/chassis from 1975 Chrysler New Yorker
- Full restoration
- Air conditioning

Call or text John for Earle and Vangie Greig, 310-871-4613. Email: jfdietzmusic@gmail.com.

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 1969 Dodge Super Bee

By Andy Noble

Dodge introduced the Super Bee at the 1968 Detroit Auto Show. Its name was inspired by the fact that it was built on Chrysler's B-body platform. The car was sold for the 1968-1971 model years.

Available engines in 1968 were either the 383ci Magnum, rated at 335hp, or the 426ci Hemi, which was rated at 425hp. The latter engine increased the car's purchase price by 33%. Only 125 such cars were ordered.

A 440ci Six-pack, which was rated at 390hp and came equipped with three two-barrel carburetors, was added to the lineup in 1969. That year also saw the addition of a redesigned front-end bumper and grill, and an optional Ramcharger hood, which featured a twin-scoop air induction design.

The 1970 model year included another front-end redesign, with a double-loop front bumper. Whether it was because of how the new design was received or ever-increasing muscle car insurance premiums, sales of the Super Bee fell by two-thirds, to just over 5,000 in 1970. The model was moved to the Charger platform in 1971.

An A-body version was sold in Mexico from 1970 to 1976, along with an F-body version from 1977 to 1980. The Super Bee was also a version of the Dodge Charger from 2007 through 2009. It last appeared on the 2023 "Last Call" Charger.



COOLIT

CORONET SUPER BEE

You're sitting watching the Christmas tree, when this thing with scoops on the hood throbs up. There're crazy stripes on the rear and some kind of bee. Goodbye, it's Super Bee. The scoops scoop. With its new Ramcharger Air Induction System, the vent opens, and a sudden rush of cool, dense air is rammed through the carburetor. The engine gets the message loud and strong. You might say Ramcharger turns a hot mill on by cooling it. Standard with a Hemi and optional with the 383 Magnum V8.

STANDARD SUPER BEE EQUIPMENT

- Special 4-bbl. 383-ci Magnum V8 (440 Magnum V8 heads, valve gear, hot cam and manifolds), 335 hp @ 5,200 rpm • Dual exhaust
- Hurst 4-speed with HD clutch • HD suspension
- HD shocks • HD brakes • Dodge Charger Rallye instrument panel

OPTIONAL

- 426 Hemi—two 4-bbl. carbs—425 hp @ 5,000 rpm

REAR AXLE RATIOS

- 383 Magnum V8—standard: 3.23:1; optional: 3.55:1, 3.91:1
- Hemi—standard: 3.23:1; optional: 3.54 (with 4-speed manual), 3.55:1 (with automatic), 4.10:1 (with manual or automatic)

SAFETY IS NO ACCIDENT. DRIVE WITH CARE.

Dodge Scoot Packs ... the cars with the Bumblebee stripes



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Gary Peterson

Past President:
Janeen Rudd

Treasurer:
Dave Snell

Secretary:
TBD

Board Member-at-Large:
Andy Noble

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Howard Jones

Webmaster:
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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/>

Monday, March 23

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

Friday - Saturday, April 3-4

Capital City Motor Madness Car Show
6PM-9PM Fri, 9AM-7PM Sat, Admission \$10, 12 and under free
Oregon State Fairgrounds, Jackman Long Building
2330 17th St. NE, Salem
Questions: Call Steve Moore at (541) 990-8087

Friday - Sunday, April 10-12

Portland Swap Meet, 7:00AM Friday-Saturday, 8AM Sunday
Portland Expo Center
2060 N Marine Dr., Portland
Questions: info@portlandswapmeet.com or (503) 678-2100

Sunday, April 26

Corvallis Swap Meet, 7AM
Benton County Fairgrounds
110 53rd St, Corvallis
Questions: corvallishistoricautoclub@gmail.com

Monday, April 27

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

Friday - Saturday, May 9-9

Salem Classic Car Auction
Oregon State Fairgrounds, Jackman Long Building
2330 17th St NE, Salem
Questions: (888) 330-0749 or <https://www.motorsportauctiongroup.com>

OnTheCover:1959CadillacBiarriz

GM introduced the Eldorado for the 1953 model year. The Biarriz version first appeared in 1956. Eldorado's fourth generation began in 1959 with a complete lower, longer and wider design, including the tallest-ever production car tail fins. Fourth-gen Eldorados came with a 390ci V8. The 1959 Biarriz was limited 1,320 units.

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.