

The Radiator

September 2025

Official Publication of the Corvallis Historic Auto Club





Gary Peterson
Club President

President's Message

Our monthly Cars and Coffee events continue to be a strength of the programming of the Corvallis Historic Auto Club. For the event on September 6, even with the cloudy day following overnight thunderstorms, we had seventy cars on display.

As with our club philosophy of welcoming all makes, models and varieties of vehicles into our club (we even have a tractor or two listed by members as “vehicles” they own for purposes of membership), we also do the same for our Cars and Coffee events. I believe that such an open invitation is another reason our numbers for vehicles on display continue to be so consistent.

At the September 6 event, Andy Noble and I took a quick inventory of the various vehicles on display by manufacturers. We found:

Chevrolet – 15; Ford – 13; VW – 5; Pontiac – 4; BMW – 3; Buick – 3; Dodge – 3; Mazda – 3; Mercedes – 3; Porsche – 3; GMC – 2; and, Jaguar – 2 with one each of Alpha Romeo, American Bantam, Fiat, Honda, Hudson Terraplane, Hupmobile, Karmann Ghia, MG, Peugeot, Plymouth, and Toyota.

How do these numbers compare with the vehicles our members own/drive/maintain knowing that some of the vehicles on display at Cars and Coffee were members’ vehicles? Here is the tally of the vehicles by manufacturer which members have indicated they own as of the June 2025 CHAC directory:

Ford – owned by 50 members; Chevrolet – 34; Dodge – 9; VW – 9; Plymouth – 7; Porsche – 7; Studebaker – 7; Jaguar – 6; GMC – 5; Pontiac – 5; Austin Healey – 4; Toyota – 3; Triumph – 3; AMC – 2; BMW – 2; Buick – 2; Chrysler – 2; International – 2; Jeep – 2; Mercedes – 2; MGB – 2; Nash – 2.

In addition to the above, there are twenty-two varieties of vehicles owned by a single club member. These include American Bantam, Arcimoto, AC Aceca, Austin Mini, Cadillac, DeLorean, DeSoto, Durant, Harley Davidson, Honda, Hudson Tereraplane, Kaiser, Lincoln, Mazda, Meyers Manx, Oakland, Packard, Saxon, Rolls Royce, Trabant Universal, TVR Tuscan, and Volvo.

This is an amazing forty-four different manufacturers of vehicles over the last one hundred plus years owned by our approximately one hundred club members. The club directory also

shows that the oldest vehicles owned by members are a 1914 Saxon Roadster, a 1917 Ford Model T Touring, and a 1919 Dodge.

Our final Cars and Coffee for 2025 will be held on October 4 from 8-10 AM. We hope that you will be able to attend and bring your favorite vehicle. We will have the Wrygrass Wranglers under the direction of Tom Demarest to serenade us at the event.

I also want to recognize the contributions of the CHAC members who have worked on Cars and Coffee this past year: Janeen Rudd, Chris Hagler, Sebastian Heiduschke, Pete Rocco, Dave Snell, Andy Noble, John Drzal (who regularly delivers the doughnuts), DJ Freeman, Heather Brookes, Carol Lenz, Bart Eleveld, Roy Temes, Jeff and Tara McCarty, Mike Rapp, and Burke Anne Hammond. With the number of participants we

have each month, facilitating an event of the quality which we do, is a significant undertaking and it would not be possible without the broad support of our members.

Just as important, I want to recognize the contribution of Paul Tostberg, owner of Holderness Coffee Roasters and Corvallis Coffee Culture, to provide the brewing equipment for our event as well as the coffee at wholesale rate. Thank you, Paul.

Finally, our Cars and Coffee would not be possible without the ongoing support of Good Shepherd of the Valley Lutheran Church. The Church's parking lot is in a prime location, and the facilities are excellent for what we need to hold a successful event.

Gary Peterson, President

Upcoming Club Activities of Note:

September 22: Membership Meeting, 7:00 PM at the Church

October 5: Club No-Host Breakfast at Elmer's, 8:00 AM

October 16: CHAC Board of Directors, 10:00 AM at the Church

October 27: Membership Meeting, 7:00 PM at the Church



"If I had asked people what they wanted, they would have said faster horses."

– Henry Ford

This Month In Automotive History

By Andy Noble

1910 - Lee Wallard is Born in

Schenectady, New York, on September 7th. Wallard is probably best known for his highly-improbable victory at the 1951 Indianapolis 500. He ran the smallest-displacement engine, wore a very uncomfortable homemade fire retardant suit, and his car suffered multiple equipment failures. Only eight cars finished the race. His win helped earn him the nickname 'Cinderella Man.'



1961 - "Car 54, Where Are You?"

premiers on NBC on September 17th. The police comedy was filmed partly on location in the Bronx. To avoid being mistaken for real NYC police cars, the show's cars were painted white and dark red, which appeared as the correct shade of black on TV. A 1961 Plymouth Belvedere was used in season one, while a Plymouth Savoy was used in seasons two and three.



1970 - Ford Introduces the Pinto

on September 11th. The Pinto was the first subcompact vehicle to be produced in North America. The car was sold as a 2- or 3-door sedan and a 3-door hatchback. Available engines ranged from a 98ci inline-4 to a 171ci V6. The Pinto was also sold as the Mercury Bobcat. Production of both versions ended in 1980, with over 3.1 Million cars sold.



1983 - Ken Carter Dies While

attempting to jump a Peterborough, Ontario pond on September 5th. The stuntman, known as 'The Mad Canadian', attempted the jump in a homemade rocket-powered Pontiac Firebird. Carter overshot the landing ramp and died when the car crashed on its roof. He was 44 years old.



2008 - The New I-35W Bridge

opens in Minneapolis, Minnesota on September 18th. The new span, which cost \$234M, replaced the bridge that had collapsed the year before. The project had been fast-tracked, and was completed three months ahead of schedule.





1909 Hudson 20

Hudson, The Affordable Car

Story by Dave Snell

In 1909 eight Detroit investors, led by Joseph Hudson, formed the Hudson Motor Company. Their goal was to manufacture a car that the average American could afford. Using the old Aerocar plant, the first car they produced was the

“Hudson 20” which came off the assembly line in July of 1909.

During this era there were hundreds of wannabe start-ups trying to get into the auto manufacturing

1911 Torpedo





1926 Super Six

business. Hudson found their niche in the low-priced market segment and sold over four thousand vehicles by 1910. With this success, they built a new manufacturing plant on the outskirts of Detroit to meet demand.

By 1920 Hudson was producing over five thousand cars with models such as the Torpedo and the Phaeton. Hudson bodies were produced by the Fisher Body Company until 1919, when General Motors bought out Fisher.

1929 Sport Phaeton





1937 Terraplane 72 Super Convertible Brougham

Hudson then set out to buy up several small coach builders and eventually built their own body plant in 1926.

By 1929 Hudson was building three hundred thousand cars, behind only Ford and Chevrolet. One of Hudson's innovations was the balanced

crankshaft which allowed their "Super Six" engine to run smoother at higher RPMs than any competitor's engine. These engines were fitted in the Hudson cars of the twenties and thirties, including the Essex Terraplane.

Highlights for Hudson in the 1930's included an

1951 Hudson Race Car





Hudson produced over 1 million Wright Cyclone aircraft engine pistons during WWII

eight cylinder straight eight engine, the “Rhythmic Ride” suspension, column-mounted gearshift and coil spring independent front suspension, all industry firsts. By now, Hudson cars were getting bigger with a longer wheel base and the “step down” bodies which lowered the center of gravity making it a safer more comfortable ride.

During WWII, Hudson manufactured airplane parts and vehicle engines for the military. Following the war, Hudson went back to making autos with the re-worked six cylinder engines with increased horsepower and torque. These engines made Hudson the choice of stock car racers winning the NASCAR championships from 1951 to 1954.

The post war auto market began to change from a seller’s market to a buyer’s market. The big three were changing their auto designs on a yearly basis to meet demand. This trend made it hard for Hudson to keep up because of their outdated unibody construction. Despite the publicity from Hudson's racing success, sales declined sharply from 1951 through 1954. Military contracts were the only thing keeping Hudson afloat. Realizing his company needed an infusion, Hudson CEO A.E Barit began looking for a way to revive the company.

Next: Part III, The Story of AMC. 📖

The 1917 Cole Tourcoupe

By Andy Noble

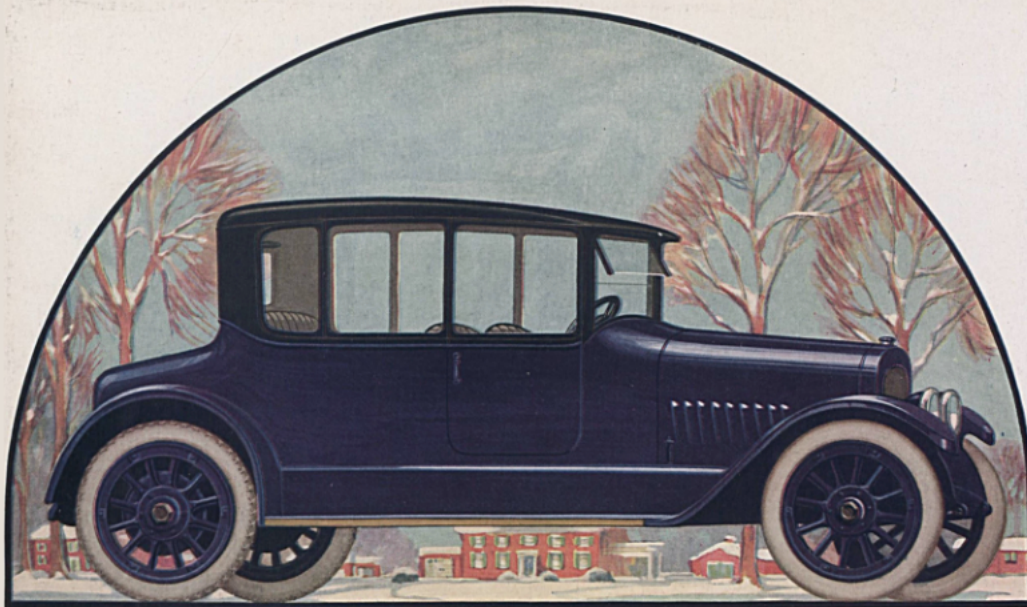
Joseph J. Cole founded the Cole Motor Car Company in Indianapolis, Indiana, in 1909. The company emerged from the Cole Carriage Company.

The company's first car was a two-cylinder runabout. Cole's 1910 model was the Series 30, a 30hp four-cylinder engine in four open-body styles. The Series 40 in 1912 came with a 286ci 60hp engine in bigger cars, including two limousine, which brought Cole into the luxury car market.

The year after Cadillac pioneered the V8, Cole in 1915 introduced its Cunningham V8. The following year, Cole dropped all four- and six-cylinder engines.

Cole models continued to grow in size and price for the rest of the decade. Balloon tires became standard on Coles in 1915. Marketing efforts became more flamboyant, with terms like 'Tuxedo Roadster', 'Tourcoupe' and 'Fourdoor Toursedan'.

A short but severe recession cut deeply into sales, just as the company opened new production facilities in 1922. Cole later decided to liquidate his company, rather than risk losing his fortune. However, just as the liquidation process was coming to a close in 1925, Cole died suddenly from an infection.



Tourcoupe

Any Time—Any Place in Perfect Comfort

No matter where or when you want to go the Cole-Springfield Tourcoupe will take you in abundant comfort and in faultless form.

It is the one four-passenger car that is perfectly adapted to any occasion or any weather.

At your will it becomes an open four-passenger roadster or a closed coupé. You can change from one to the other without as much as stepping from the car or even taking off your gloves.

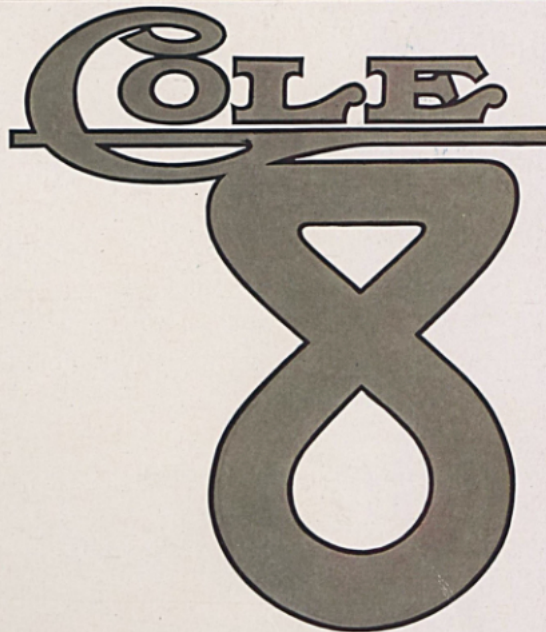
The Tourcoupe is richly finished, luxuriously upholstered and elegantly and completely appointed.

And it has that matchless Cole Eight chassis—large, yet light—with its powerful, quiet, vibrationless motor.

In short—here is just the car for anyone who covets complete motor car satisfaction.

Seven Passenger Cole-Springfield Toursedan. \$2295
Four Passenger Cole-Springfield Tourcoupe. \$2295
7 Passenger Cole Eight Touring Car. \$1695
4 Passenger Cole Eight Roadster. \$1695
All Prices f. o. b. factory

Cole Motor Car Company, Indianapolis, U.S.A.



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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/>

Saturday, September 20

Rollin' Oldies 50's in the Fall, 9:00AM - 3:00PM

Registration: \$25, gates open at 7AM

River Park

1235 E Grant St, Lebanon

<https://www.nwcam.com/CruiseNews.html?step=3&id=7325&returnstep=1>

Monday, September 22

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

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

Saturday, September 27

Heritage Auto Show, 9:00AM

Registration: \$20, plus a can of food for Union Gospel Mission

Northwest Vintage Car and Motorcycle Museum

3995 Brooklake Rd NE, Brooks

Questions: nwbp1@q.com

<https://www.heritageautoandagshows.com/>

Saturday, October 4

C.H.A.C. Cars and Coffee, 8:00-10:00AM

First Saturday of each month, May through October

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

Sunday, October 5

Canby Swap Meet, 8:00AM - 2:00PM

Spaces: \$35 before 9/20, \$40 afterward

Clackamas County Fairgrounds

694 NE 4th, Canby

Questions? Call Carol at (503) 760-0395 or Larry at (503) 730-3897

<https://www.nwcam.com/CruiseNews.html?step=3&id=7608&returnstep=1>

OnTheCover: 1969MGBRoadster

British Leyland sold the MGB roadster for the 1968-1980 model years. Multiple safety features were added in 1969 in the US market, including a third windshield wiper and a padded dashboard. The MG came equipped with a 1.8L B-Series inline four-cylinder engine, and either a four-speed manual or three-speed automatic (UK only) 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.