

A close-up photograph of the front of a classic orange car. The image focuses on the large, slatted grille and the round headlight on the right side. A chrome V-shaped emblem with the number '8' is visible on the left side of the grille. The car's paint is a vibrant orange and appears glossy.

# The Radiator

May 2025

Official Publication of the Corvallis Historic Auto Club



**Janeen Rudd**  
**Club President**

# President's Message

**H**ello to all of you! I hope all the mothers out there had a wonderful day. It's a tough job; we deserve that one day each year! Dads, your day is around the corner!

As mentioned previously, due to the Memorial Day weekend our normal meeting date has been moved to the third Monday, MAY 19, 7:00pm as usual at the Shepherd of the Valley Church. We will be having our final discussion regarding elections. This is the last call. We have to decide how we're going to run the club if we don't have people to fill positions. Please consider the options: we either have officers as required, or we find another way to maintain the club with a board of directors or a committee. Somehow we have to make this work or we are going to lose a valuable asset not only for the car community but for our community as a whole.

**D**.J. is doing a marvelous job as our Roadmaster and I hope all of you are able to attend several of the events he has listed. I'm going to add one: the Regency Park Place Assisted Living facility at the corner of NE Jack London and Walnut will hold their annual car show and BBQ lunch on June 7 beginning at noon. That is our Cars & Coffee Saturday, which runs from

8:00-10:00. Everyone is invited to show up at Park Place at noon for a full lunch of BBQ'd hamburgers, hot dogs, drinks and desserts. We had such a great time last year and the facility residents loved seeing all the cars. They are also inviting any of the Cars & Coffee attendees to join in the fun, so hopefully it will be a big turn out. They have plenty of parking both at the facility and in the parking lot across Walnut Street. It will also give us an opportunity to advertise our Father's Day Weekend show on June 14.

Speaking of which, Dave is still looking for volunteers to assist with parking. And if you haven't signed up to assist in some way, please contact Dave Snell and add your name to the list.

**I** just got my invite to the 39th Annual Cars At The Coast from Bay City Cruisers. This is a beautiful show in Newport at the Newport Recreational Marina Park, 2120 SE Marine Science Drive. Check out [baycitycruisers.com](http://baycitycruisers.com) for more information.

I hope everyone is enjoying the spring weather and here's hoping that summer is going to be fire-free and car-friendly!

Janeen Rudd  
President

# This Month In Automotive History

By Andy Noble

## 1889 - Michelin is Founded by

brothers Edouard and Andre Michelin on May 28. The company patented a removable pneumatic tire in 1891, introduced the first run-flat tire in 1934, and patented the radial tire in 1946. Michelin later acquired B.F. Goodrich and Uniroyal, and is currently the world's largest tire manufacturer.



## 1900 - Ray Keech is Born in

Coatesville, Pennsylvania on May 1. Keech is perhaps best known for winning the 1929 Indianapolis 500. He also set the land speed record in 1928, reaching 207.55mph at Florida's Daytona Beach Road Course. Keech was inducted into the Auto Racing Hall of Fame in 1984.



## 1923 - The Inaugural 24 Hours of

Le Mans begins in Le Sarthe, France, on May 26. It was originally titled Grand Prix of Endurance and Efficiency. Winners were determined by who traveled the farthest after three consecutive 24-hour races. That was changed in 1928 to the greatest distance traveled once 24 hours were up.



## 1977 - Smokey and the Bandit

is released at Radio City Music Hall on May 19. The film, starring Burt Reynolds, Sally Field, Jackie Gleason and Jerry Reed, doubled Pontiac Trans Am sales and grossed nearly \$127M dollars on a budget of \$4.3M. It was the second-highest-grossing movie of 1977, exceeded only by Star Wars.

## 2009 - Chrysler LLC Files for

bankruptcy on May 1. The company, which had been owned by Daimler-Benz since 1998, was purchased by Cerberus Capital Management in 2007. Chrysler was purchased from Cerberus by Fiat in 2011, and currently operates as Stellantis North America.





# Adrenaline Rush

## Martin Harding's First Ride in a Mustang

*Story by Martin Harding, photos courtesy of pixabay.com*

**T**he Ford Mustang was introduced on April 17, 1964 and much has been written about it since then. On that day I was as close to 15 ½ years old as I could get and I loved cars. My Dad, Richard Harding, was a salesman for Nissen Ford, the local dealer in Albany. He drove “demonstrators” of the new car models each year so having a brand-new car in the driveway was normal for us and I didn’t give them much notice. The Mustang was a different thing entirely.

At the introduction date every Ford dealer was to have at least one new Mustang to show the public. New car introductions were a big deal and much secrecy and hiding the cars from the public was a game that was always played. Sometime, but not long after April 17<sup>th</sup>

I was walking through the service bays at Nissen’s with my dad. We happened to bump in to another salesman, Dick Klienfelter that was known as “Deacon”. Deacon was probably 35 years old and my dad was 51 and remember I was 15 ½? Mustangs were just not seen on the street yet and evidently even the salesmen had not driven them yet. Deacon was a great guy but was always a little bit closer to “the edge” than others and especially compared to my dad.

**W**e were all standing in the mechanic’s work area talking and here sits a new Mustang! It was nosed in to the wall, kind of hidden among several other cars waiting for repairs. Deacon was the first to spot it, saying “hey, there’s a Mustang,

let's take it for a spin". My Dad about turned white at the thought. He knew Deacon's character and he figured the car should not to be messed with. It was the only new Mustang in the dealership and it was sacred. But Deacon wanted to go. I really wanted to go and another guy that I don't remember was there and he wanted to go. Dad was out voted and was pretty easily convinced to go so we did. Deacon disappeared and came back with the keys for this car that had not been sold yet. Away we went. He drove and my dad and I were in the small back seat. All of us were wearing very big smiles but I don't remember any seat belts. We all kind of had the idea the car was almost stolen because no permission was asked for or received before we drove out of the garage.

The car was red with a white interior and had a V-8 and a manual transmission. It had to be what is now called a "64 ½". That car was actually just a 1965 but with many different early features that were changed and improved in later months. None of that mattered to any of us at the time. The part that is permanently etched in my memory is one part of the drive. We wandered all over the countryside around North Albany but I don't remember the entire route. I will always remember coming down Scenic Drive toward Highway 20. This road was paved and very crooked and steep. Since we were 'testing' the car it had to be checked for cornering and it was tested for sure. It passed the adhesion tests just great until the last left hand switch back curve. With the tires shrieking and with four people on board, Deacon managed to slide around the corner but also did a little sliding sideways across the road!

There had been a lot of talking up to that point but we had all shut up

and were holding on for dear life! When we all realized we were going to live through the experience the grins and some nervous talking resumed. It was pretty quiet through that curve, at least inside the car. Dad was about as white as a sheet when he got out and we were all still a bit high on adrenaline from the drive. Dad, the adult influence (if there was any) was most likely thinking about all the things that could have and probably should have happened to us and to the Mustang. How would any of it ever have been explained well enough to stay employed? The rest of us were just enjoying the experience that still lives in my mind. The car was returned to its original spot in the garage and nothing was ever said about this memorable part of the test drive. And we never imagined Mustangs would still be built 50 years later or this first drive would linger in our memories all this time.

My wife, Linda & I have owned several Mustangs over the years and at the 50-year mark they have included two 1964 ½ convertibles, a 1970 Boss 302, a 1984 SVO Mustang, a 2012 Boss 302 and a 2015 Mustang, each having their own story. 🏠





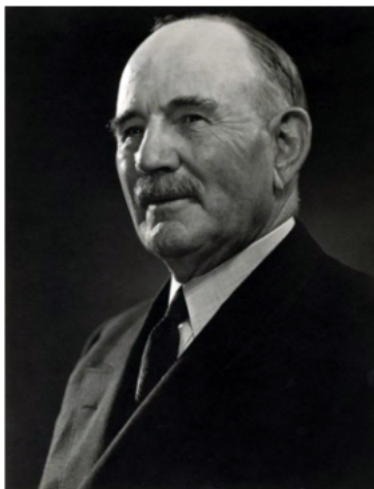
<https://www.planetcarsz.com/carros/1922-nash-roadster>

# The Story of Nash

## The History of an Innovative American Car Company, Part 1

*Story by Dave Snell*

**C**harles Nash, born in 1864, was a Illinois farm boy whose parents abandoned him at the age of six after they divorced. The courts ordered him to work as a farmhand in Michigan as an "indentured servant" (basically slave labor) until he was to turn twenty one. At the age of twelve, however, he ran away to find work at a different farm where he was paid a whopping twelve dollars per month. Looking for a different opportunity, he found a job at an automotive manufacturer that was doing the coachwork for Buick. Nash worked



there for twenty years moving up the ladder to become the vice president of Buick by 1910.

Nash established a remarkable reputation among automotive manufacturers for his financial acumen and innovative production methods at Buick. He was promoted to become the fifth President and CEO of General Motors in 1912. Nash was very successful at streamlining production and eliminating unprofitable models. He brought GM from financial woes to profitability but had disagreements with the GM board and shareholders over stock dividends. Nash resigned his position at GM in 1916 saying he would never work for anyone again.

**T**hat same year Nash teamed up with Walter Chrysler and a group of prominent investors in an attempt to buy out Packard but was



[https://commons.wikimedia.org/wiki/File:Nash\\_Quad\\_1.jpg](https://commons.wikimedia.org/wiki/File:Nash_Quad_1.jpg)

#### Four-wheel drive US military truck "Nash Quad"

turned away. He then turned his sights on a small family owned automaker in Kenosha, Wisconsin called Jeffery Motor Company. Jefferey was known for their Rambler brand of autos and heavy duty trucks known as the Jefferey Quad. The Quad had four wheel drive, posi-traction and four wheel steering. It was used extensively by industry and the US military during WW1. Nash and his investors purchased the company and immediately became a major player with a total capital of twenty million. Nash Motor Company was born.

The first model produced by the new company was the Nash 671. The company was an immediate success producing over thirteen thousand cars in 1919.

142 inch wheelbase was their entry into the luxury car market in 1932. Nash was highly regarded by the financial sector and was one of two automakers to turn a profit during the Great Depression. Next: Part 2, Nash becomes AMC. 🏠

Nash acquired a strong fourth place in the US auto market behind GM, Ford and Chrysler. By 1928 Nash Motors was producing over one hundred thirty thousand vehicles.

**N**ash vehicles had the reputation of quality at a reasonable price. Nash was the first company to produce unibody cars and the first to offer heaters. The Nash Ambassador with it's



[https://commons.wikimedia.org/wiki/File:Nash\\_Ambassador\\_Six\\_4-Door\\_Sedan\\_1937.jpg](https://commons.wikimedia.org/wiki/File:Nash_Ambassador_Six_4-Door_Sedan_1937.jpg)

#### Nash Ambassador Six Series 3728 4-Door Sedan 1937



# Honor Flight

## D.J. Freeman and Martin Harding Attend Honor Flight Ceremony

*Story and photos by DJ Freeman*

**S**outh Willamette Honor Flight on April 24th invited veterans from the Rollin' Oldies Club to bring their vehicles to be part of the escort for the bus of veterans who were leaving from the Albany court house.

Rollin' Oldies President Al Allen will be part of the Honor Flight. Martin Harding and I attended the ceremony. I brought my car for its first car club event, after repairing the damage from the deer last year. 🚗



# 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.

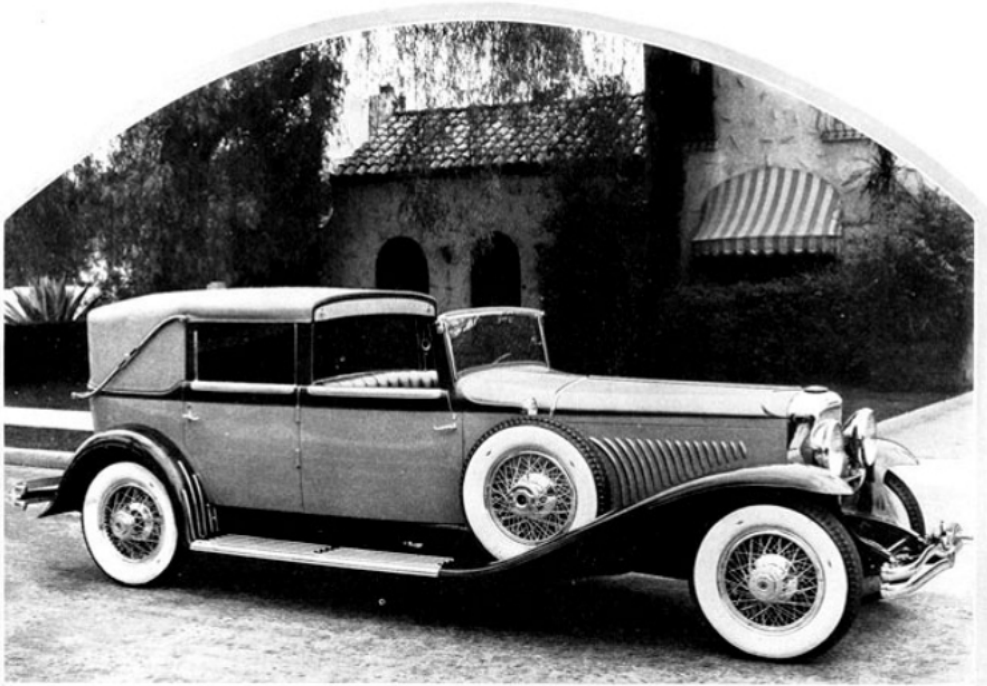
- Set of 5 Coker 6.00 x 16
- Wide whitewalls
- Heavy-duty tubes
- Low miles
- Purchased in 2012
- Contact Bill: (541) 752-2398



August, 1930

Country Life

31



## A Supreme Test of Engineering Skill

Duesenberg Crankshaft Designed to Meet Requirements of 265 H. P. Motor

**Y**OU may or may not be interested in machinery, but you are tremendously interested in knowing that all parts of your car are so perfectly built that you are completely freed from worry about the possibility of trouble, and are insured smooth, quiet, highly efficient performance at all times.

MUCH OF THE RESPONSIBILITY for your car's continuously successful performance rests upon the engine crankshaft. This important part of the motor must be tremendously strong and rigid to withstand the terrific power thrusts it receives. At the same time it must be so perfectly balanced that it smooths out the slightest power vibration.

AS THE "BACKBONE" of its 265 Horsepower engine, Duesenberg has the most remarkable crankshaft ever built into an automobile. Drop-forged, of the finest double heat-treated chrome nickel steel, 2½ inches in diameter; providing extreme strength and rigidity equal to any strain. Mounted on five main bearings of unusual size, the shaft is counter-weighted and statically and dynamically balanced, to the smallest fraction of an ounce.

ALSO, THE CRANKSHAFT carries an entirely new type, mercury vibration dampener, especially designed by Mr.



The Duesenberg crankshaft is skillfully designed to secure smooth engine operation and long bearing life.

ately by the movement of the mercury in the cartridges. This unique device offers one of the reasons why the most powerful motor car engine built, delivers its power so smoothly and quietly at all speeds and under all driving conditions.

HERE IS ONLY ONE of many notable instances in the construction of this car, in which the creative pioneering genius of Fred Duesenberg has successfully solved new and trying engineering problems.

THE SAME painstaking skill used in designing an adequate crankshaft extends to all parts; the same passion for perfection is carried even to seemingly minor features and to fittings and appointments. For a Duesenberg's superiority over all other cars consists in the extent to which it excels them in every detail; that is what makes it The World's Finest Motor Car.

A DUESENBERG owner pays no premium for pride in a name. A Duesenberg is marketed on the same basis as the most popular-priced car, Dollar for Dollar Value. DUESENBERG, INC., INDIANAPOLIS, IND.



# The 1930 Duesenberg

By Andy Noble

**T**he Duesenberg Automobile & Motors Company, Inc. was founded by brothers Fred and August Duesenberg in Indianapolis, Indiana in 1920.

The company's first car, the Model A, included a 260ci straight-eight, the largest commercially available engine at the time.

The company also built race cars. Duesenbergs won the Indianapolis 500 in 1922 (eight of the top finishers were Duesenbergs that year), '24, '25 and '27.

**D**uesenbergs were considered to be some of the most luxurious cars ever made, and some of the most expensive. The chassis alone sold for \$8,500 in 1930 (\$196,000 in 2025 dollars), and you still had to have a coach builder build the rest of the car!

The company struggled financially, entering receivership in 1924. Errett Cord bought the company in 1926 and set out to build a car that would "outclass" all other American cars.

**D**uesenberg began selling the Model J in 1928. The car featured a 420ci, 265hp straight-eight. Top models cost roughly \$400,000 in today's dollars, making the Model J at the time the fastest and most expensive American car on the market.

The Model J, which was popular among movie stars and royalty, continued through 1937, at which time the company was dissolved.

## CHAC Officers

**President:**  
Janeen Rudd

**Past President:**  
Pete Rocco

**Treasurer:**  
Sebastian Heiduschke

**Secretary:**  
Chris Hagler

**Board Member-at-Large:**  
Bobbie McNicol

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**Sunshine Committee:**  
Barbi Powell

**Custodian-For-Life:**  
Howard Jones

**Webmaster:**  
Murphy Gleske

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Andy Noble

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**Visit us at:**  
[corvallishistoricautoclub.org](http://corvallishistoricautoclub.org)

**Contact us at:**  
[corvallishistoricautoclub@gmail.com](mailto: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](http://corvallishistoricautoclub.org).

## Friday, May 16

Stoneybrook Lunch for Car Clubs, 10:30AM-2:00PM  
Stoneybrook Assisted Living  
4710 SW Hollyhock Circle, Corvallis

## Monday, May 19 (one week earlier than usual)

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

## Saturday, June 7

C.H.A.C. Cars and Coffee, 8-10AM  
First Saturday of each month, May through October  
Shepherd of The Valley Lutheran Church  
2650 NW Highland Dr, Corvallis

## Saturday, June 7

Regency Park Place Car Show & BBQ, starts at Noon  
Regency Park Place Assisted Living  
Free, starts at Noon  
2595 NE Jack London St, Corvallis

## 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

## Saturday, July 19

Bay City Curisers' Cars At The Coast Car Show, 10AM-3:00PM  
Vehicle pre-registration \$20, \$25 on show day  
2120 SE Marine Science Dr, Newport  
(541) 961-7083, [www.baycitycruisers.com](http://www.baycitycruisers.com)

## On The Cover: 1938 Ford Deluxe

*The full-size Ford line of cars was updated in 1937 with the addition of a 136ci flathead V8, along with the 221ci. 1938 saw the addition of a one-year only heart-shaped grille. All versions came equipped with a 3-speed sliding-mesh manual transmission. In addition to the US, the cars were also produced in Latvia and Romania.*

## 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.*