

The Radiator

December 2024

Official Publication of the Corvallis Historic Auto Club

Inside:
Car Repair Features Creature





**Janeen Rudd
Club President**

President's Message

This month it's Happy Holidays ...

Your Board, with the persevering Dave Snell, looked at another possible site for the Dust 'Em Off car show June 14, 2025. We were all in agreement that this site at Crystal Lake is the best yet. Much less money, great access, large, beautiful area, hiking trails, near the river. Dave will continue working with the City of Corvallis to find out their requirements and he will have more information for us at the January 27 meeting.

Speaking of that meeting, you'll want to have it on your calendar because Dr. Michael Henich is going to be talking to us about cars. You may remember that Dr. Henich was a speaker on cruise ships for many years and according to Martin his talks are amazing. This will be part one of Dr. Henich's lecture; part two will be at the February meeting.

Just a reminder that in May we will be holding elections for four of the five positions on the Board (I will remain on as Immediate Past President). If you are interested, or if you know someone who might be, for positions as President, Secretary, Treasurer and Member at Large, please talk to a current Board member. It is very important that we have a slate ready and we know this process takes

time. We are also looking for someone who would take on the task of going through old CHAC pictures and putting them in an album. This would be a fun project for someone who wants to reminisce and see faces from the past.

If you missed the Christmas party, you missed excellent food, great company and an all around good time. I had a speech all prepared to thank Peter for his hard work organizing and preparing for this huge event but I didn't get to give it so I'll just say WELL DONE, PETER!!! I know he has held a variety of positions during his working years, but I think Party Organizer should be the newest one! Want to come out of retirement, Peter?

Since our May meeting will fall on Memorial Day, I propose moving it to the third Monday, which is May 19 (THIRD Monday). That will be Election day, so mark it on your calendars. The other calendar date, the CHAC 60th Anniversary, has not been decided but it's been proposed that we hold it in conjunction with our summer picnic. We'll discuss it at the next meeting which is January 27, 2025! Happy New Year to everyone!

Janeen Rudd
President

This Month In Automotive History

By Andy Noble

1914 - Maserati S.p.A is Founded

by Alfieri Maserati in Bologna, Italy, on December 1st. Maserati and his brothers began making race cars with engines ranging from 4 to 16 cylinders. The maker of high performance, limited-production luxury vehicles has changed hands several times over the years and is currently owned by Stellantis.



John Dodge (bowler hat, far side) and Horace Dodge (fedora hat, near side) in 1st Dodge car delivered to them by production department. Photo: November 1914. John Dodge home - 75 East Boston Blvd., Detroit, MI

1957 - O'Reilly Automotive, Inc.

is founded in Springfield, Missouri, by Charles O'Reilly on December 2nd. The company, which went public in 1993, has acquired many competitors since its founding, and has annual revenue of over \$15B. Today, O'Reilly Auto Parts operates over 6,100 stores in 48 states, Canada, Mexico and Puerto Rico.



2012 - GM Announces on

December 19 the return of Chevrolet Camaro production to the United States, at its Lansing, Michigan plant. The car had been produced in Canada since it was reintroduced to the market in 2010 after an eight-year absence. Production began in Lansing for the 2015 model year.



1920 - Horace Dodge Dies in Palm

Beach, Florida, on December 10th at age 52. Dodge and his brother, John, co-founded the Dodge Brothers Company machine shop in 1900 and began making Dodge Brothers brand automobiles in 1914. Henry Ford bought all of the brothers' Ford stock in 1919 for \$25M. Both brothers subsequently died during the influenza epidemic the following year.

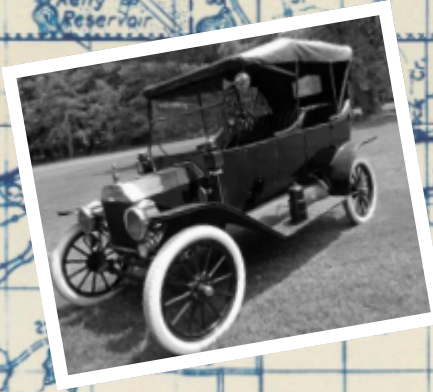


1979 - The Final AMC Pacer is

produced on December 3rd. The car, which incorporated unconventional styling, was only available with an inline-six, single carb engine and, at 3425 lbs fully loaded, got relatively poor mileage. With imports providing better value in the late 1970s, production came to an end after five model years and 280,000 units produced.



The Early Days of Motoring



D.J. Freeman Shares a Story From His Great Grandfather.

Story by Roy Fitzgerald. Illustration by Andy Noble.

This is a long story but only a small piece from my Great Grandfather's autobiography.

I went to work for the Nevada Packing Company. While working there we bought our first auto--a 1914 Ford. We sure had some great old trips in that Ford. We always carried a camping outfit and a big tin box full of groceries on the running board. One day, just before pulling into Alturas, California, as we were driving along the side of a very steep hill, the strap holding the box on the running board broke, and down the hillside, bouncing high in the air went our grocery supply, and there was not much money left to replace it. So I stopped the old Ford, and scrambled down the hill to where the box had come to rest, expecting to find it empty, but again the Irish luck held--for the strap holding lid shut had not broken. So there all the supplies were, though a mite scrambled up.

Once before we had driven into Alturas to take in a movie. Going home that night, when we were about half way there, rap, rap, rap went a burned out connecting rod.

I always carried extra connecting rods, for with Ford's unique oiling system, burning out a rod was a fairly regular happening. So putting a bucket that we had in the car under the oil drain plug, I took the plug out, and while the oil was draining I took the tail light loose from the car, and used it as a light while taking the crank pan off. To remove the burned-out bearing to get the piston with rod out, I had to take the top off the motor. My wife drained the water out of the radiator into an old rusty five gallon can she found along side an old deserted shack. While my wife held the

improvised light for me, and our daughter slept peacefully in the back seat, I took the piston and rod out, fastened the new rod to the piston, put it back in the motor, crawled under the car, put the bottom half of the bearing on the rod, tightened it to what I thought was about right, and put the pan on.

While I was putting the oil plug back, my wife gave a scream, and dropped the can she was filling the radiator with, which gave me a nice shower bath. I called to her to find out what had happened. It seemed the old rusty can was the home of some lizards, and when she started pouring the water into the radiator one of them came out with the water, but being too big to go through the opening in the radiator, had acted as a plug--and when my wife felt the water running out of the radiator instead of in, she reached over to find out what was stopping the water from going into the radiator. She found out all right. The first thing she touched was the wriggling tail of that lizard, which explained the scream, the dropped can of water, and my shower. The radiator was only about half full, so after fastening the tail light back on, we drove slowly to where a small stream crossed the road, finished filling the radiator, and drove on to camp. I had done as good a job putting that rod in with only that dim tail light for light, as I could have done in broad daylight.

That was the best feature of the Ford--most anybody could repair it. 🛠️

From The Roving Fitzgeralds: The Memoirs Of Roy Madison Fitzgerald, by M.E. Rostron (Editor), 2021, Village Books. Reprinted with permission.



Recalling Summertime in Monmouth

While Many of Our Cars Are Stowed For The Winter, We Can Enjoy Dave Snell's Photos of This Year's Monmouth Fourth of July Car Show.

Story and photos by Dave Snell

The annual fourth of July celebration in Monmouth brought out fifty cars to the car show on a downtown street next to the city park. A surprisingly long, traditional Fourth of July parade passes next to the car show, where it seemed like the whole town and more line both sides of the street.

Conveniently located at the entry to the car show is a





brew pub for food and libations. It's a great place to sit and watch the parade while having lunch and a brew. A craft fair and live music in the park amphitheater provide entertainment for the public and car show participants.

If you like a small show with a lot of spectators, this show is for you. 📍



Classifieds - For Sale By Owner

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.
- Power steering and AM radio.
- Family-owned since new, purchased in Albany from Nissen Ford, which also repainted the car in 1975.
- Garaged since new, collision-free.
- Phone or text: (541) 248-7392



Roy Temes has the following cars for sale:

1985 Pontiac Fiero GT - \$12,000

19,000 miles, manual trans., Silver/Grey
Excellent condition

<https://www.facebook.com/marketplace/item/930342938466135>



1977 Oldsmobile Toronado - \$10,000

88,000 miles, auto trans., White/Blue
Very good condition

<https://www.facebook.com/marketplace/item/375713268581235>



2000 Jaguar XK8 Convertible - \$8,500

58,240 miles, auto trans., Silver/Black
Very good condition

<https://www.facebook.com/marketplace/item/388065090492074>



Classifieds - For Sale By Owner

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



The 1970 American Motors AMX

By *Andy Noble*

American Motors Corporation introduced the AMX on February 15, 1968 at the Daytona International Speedway. The two-seater sports car was part of AMC's effort to shed the company's "economy car" image.

Though the AMX was steel-bodied, as a high-performance two-seater it shared the market with the Chevrolet Corvette, being only one inch longer than the Chevy.

The AMX, which was produced for the 1968-1970 model years, was recognized as the "best-engineered car of the year" by the American Society of Automotive Engineers in both 1969 and 1970. Its dashboard in 1968 was the first to be injection-molded as one piece, increasing passenger safety, and it was the first car to use a safer type of laminated-glass windshield in 1970.

While its available engines all shared the same external size, displacement varied from 290 to 390 cubic inches. Both manual and automatic transmissions were available.

As insurance premiums for muscle cars rose ever-higher, the AMX was absorbed into the Javelin line for 1971. A total of 19,134 AMXs were produced.

We made the AMX look tougher this year because it's tougher this year.

The 1970 AMX comes with a new 360 cu. in. engine as standard equipment.

It develops 290 horsepower, 65 more than we had last year.

And this year we've added to our list of standard items.

To go with our completely redesigned instrument panel, we offer contoured high-back bucket seats with integral head restraints.

Mag style wheels.

A new air scoop system in the front bumper to aid brake cooling.

And the Corning safety windshield is also available. It's an American Motors exclusive.

Of course, an all-synchromesh 4-on-the-floor with Hurst shifter is standard

for '70 just as it was for '69.

So are dual exhausts, fiberglass belted wide profile tires, an energy absorbing anti-theft steering column, heavy duty shocks and springs, rear torque links, a 140 m.p.h. speedometer, and a big tach.

As for optional extras, a 390 cu. in. engine and a functional Ram-Air hood scoop top a long list.

But rather than elaborate any further, we'll rest our case on the standard AMX.

It's tough enough.

American Motors



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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.

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Event Calendar

Below is a partial list of upcoming events. See an updated list on our website calendar: corvallishistoricautoclub.org.

Friday, December 20

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

Sunday, December 22

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

Friday - Saturday, January 17, 18

Albany Winter Rod and Speed Show,
Friday 6PM-9PM, Saturday 9AM-6PM
Admission \$10, 8-and-under free
Linn Co. Expo Center, 3700 NE Knox Butte Rd, Albany
capitoldragster.com

Monday, January 27

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

Saturday, February 8

Mild to Wild Motorsports Swap Meet, 8AM-3PM
Admission \$8, under 12 free. Booth \$45, car spaces \$55
Oregon State Fairgrounds, 2330 17th Street NE, Salem
Info: Steve Moore, 541-990-8087 or 503-394-3070

Saturday - Sunday, March 1, 2

Salem Roadster Show
Saturday 9AM-6PM, Sunday 9AM-5PM
Admission \$15, 15-and-under free
Oregon State Fairgrounds, 2330 17th Street NE, Salem
salemroadstershow.com

On The Cover: 1934 Cadillac 355D

General Motors produced the Cadillac 355 series for the 1931-35 model years in a range of 2- and 4-door body styles. 1934 saw a complete body restyling that emphasised a streamlined look, and sported a completely new chassis. All 355 models came with a 355ci L-head V8 and a 3-speed manual 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.