

The Radiator

OFFICIAL PUBLICATION OF THE CORVALLIS HISTORIC AUTO CLUB

President's Notes

Our wonderful car club is finally getting back to some kind of normal. I find myself composing this message to you a short week and a half away from our Swap Meet and Car Show. I feel confident that we have laid a good foundation in order to build a great event.

Representatives from the Corvallis Mayors office, the Fire and Police Departments, along with some of the sponsors will help choose trophy winners. I would love to see some more of the ladies of our club turn out in force to select a vehicle that they think is worthy of our recognition. (We have a trophy waiting!)

Speaking of recognition, I just learned that this issue of the Radiator will be the last produced by Jim and Lin Knoke. They are to be saluted for their service. Jim tells me that he



and Lin plan to resume monthly travels now that things are opening back up. Is anyone willing to step forward into this responsibility?

The CHAC has been invited to a few events: Monroe is having a festival on April 30. Prestige Senior Living (West Hills)

is having a Sock Hop and wants us to display cars on May 21, and Corvallis Manor (on Conifer) will feed us hamburgers and hot dogs when we display for the residents on June 11th. All of these events have space limits on the number of vehicles. Monroe has the most room. The other two are limited to the first fifteen club members to "sign up". Contact me via our Gmail address- I'll get you the full scoop. There's no charge to show your car at any of these events.

— Pete Rocco —

The XKSS and Browns Lane Factory Fire

The story of the XKSS began following Jaguar's three successive Le Mans victories in 1955, 1956 and 1957 with the all-conquering D-type.



Jaguar D-Type

After those three wins, Jaguar temporarily retired from racing with its factory race team. Jaguar founder Sir William Lyons made the decision to convert most of the remaining D-types into road-going versions with several external modifications. These modifications included the addition of a new higher windscreen, an extra door on the passenger side, taking away the divider between driver and passenger and the removal of the famous fin behind the driver's seat.



Jaguar XKSS

By early 1957 a total of 16 of the planned production run of 25 XKSS's had been completed at Jaguar's Browns Lane plant. On the evening of 12 February a fire broke out, destroying the remaining nine XKSS's in mid-production, along with several hundred other cars.



Wreckage of a XKSS

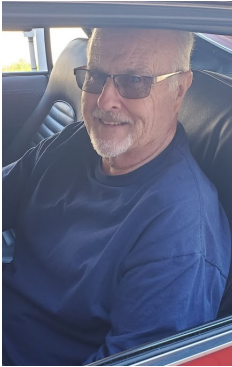
All of the destroyed XKSS's had been destined for North America. Most of the previously built 16 XKSSs were also sold in the US.



Burned out D-Type

In March 2016, Jaguar announced that it would be completing the original order of 25 car by hand-building the remaining nine XKSS roadsters to the exact original specification, and assigning them the chassis numbers of the destroyed cars.

Member Profile

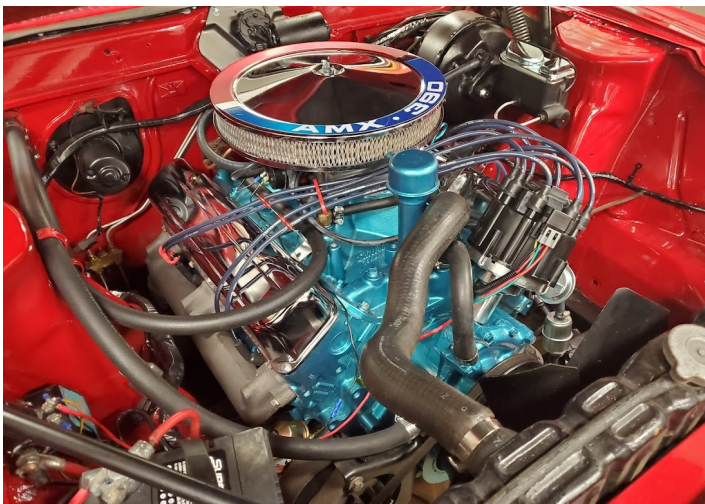


Mike Hoffman has been around Corvallis and the Willamette Valley for most of his life. He spent most of his career in the auto service industry, much of that time as a mechanic.

Mike is a AMX guy. He has owned two AMX's and his first one he owned twice.

In 1972 he bought his first AMX, a 1969 model that belonged to a friend of his brother who was getting out of the service in Hawaii. Mike talked with the owner and his brother over the phone and agreed to buy the car. It was shipped to Oakland, CA and Mike went down to the bay area to pick it up. He enjoyed that car for several years but eventually sold it in 1976.

After a few years without an AM Mike was able to buy back the same car from the person he sold it to in 1982. During his ownership this time around Mike painted the car but sold it again in 1987.



34 years passed and Mike got the itch for another AMX. So last November, he found one in Knoxville TN. This model is a 1968 which was the first year of AMX. It a 4-speed with a 390. The engine compartment is immaculate and the car has very nice paint and interior.



Mike has spent the last few months working out some kinks. He's had some electrical and brake issues to resolve but with those finished he now feels it's ready for the road.

So we welcome Mike to the club and I look forward to seeing this AMX at many events in the future.

This Date in History

April 1, 1913 The moving assembly line is introduced by the Ford Motor Company.

April 6, 1953 Dodge introduces air conditioning as an option.

April 7, 1947 Henry Ford dies in Dearborn, MI at the age of 83.

April 9, 1901 Fred Ball is issued a United States patent for the planetary transmission.

April 10, 1922 Horse drawn fire-fighting apparatus is used in Detroit, MI for the last time.

April 14, 1899 Herr Beissbarth of Munich, Germany is issued a license plate for his Wartburg automobile, this plate survives today and is believed to be the oldest such plate in existence.

April 14, 1964 The first Ford Mustang is inadvertently sold to Stanley Tucker of Saint John's Newfoundland, Canada three days before the car's introduction. Tucker refused the company's request for its return, but did sell it to the company two years later with considerable publicity.

April 16, 1908 The first Oakland car is sold.

April 19, 1955 Volkswagen of America is established.

April 23, 1962 Stirling Moss crashes during a practice run at Goodwood, England and his injuries effectively end his racing career.

April 25, 1901 New York state passes the first automobile licensing laws, requiring owners to pay \$1.00 registration fee and make their own plate.

April 25, 1959 Mario Andretti makes his racing debut, winning a race at the Nazareth Speedway driving his own 1948 Hudson.

April 29, 1958 Chester Luby, a Chevrolet dealer in Forest Hills, NY, contracts to be sole distributor in 22 eastern states and becomes the first Datsun Dealer in the United States.

April 29, 1962 Racer Herman "The Turtle" Beam, known for driving in the slow lane but always finishing, records his best ever finish in 6th place, but 31 laps behind the winner in the Volunteer 500.

Last Month's Question

Last month's question dealt with an odd looking tool and we received many responses. The tool is a Battery Voltage Cell Tester, used to measure the voltage between the different cells in your car's battery. This month's winner is DJ Freeman, congratulations DJ. Thanks to everyone who participated.



Car on the Street



turned around and headed back. As I was walking I saw the Ghia drive past me and into his driveway. As he got out of the car, I introduced myself to the owner and told him I also

Recently Lin & I spent a week in Boise, Idaho. I enjoy walking the historic East End residential area of Boise. One afternoon I saw this incredible 1965 Karmann Ghia convertible. Normally for these “Car on the Street” pieces I just take a photo and write a short article. Well, since I also own a white Karmann Ghia convertible, I had to talk to the owner of this car. The Ghia was in the owner’s driveway but very near the sidewalk so I took photos for about ten minutes hoping someone would come out of the house, but no one did. We were staying in a house right around the corner, so I walked that street a half a dozen more times that afternoon and evening hoping to meet the owner, but again, no luck. The next day, Saturday, I was determined to meet the owner of this car. If I didn’t see someone outside I was going to knock on their door. Not wanting to go too early I walked over about 10:30 and it was gone, NO CAR. I walked past the house and discouraged I

owned a convertible Ghia. I noticed he was holding a carton of eggs. Now I’m thinking his wife sent him to the store to get the eggs for that morning’s breakfast and I’d be lucky to get five minutes with the guy. Well as it turned out, we talked for over an hour. Jamie Cooper has owned the Ghia for six years and had just finished a beautiful restoration. Like most restorations he had some struggles but it is done now and it looks great. The car’s upholstery and paint are very high quality workmanship. Jamie also owns a bay window single cab and a water-cooled Vanagon. He had some wonderful stories, and it was great to meet another VW guy, and hear about his cars.



CHAC Officers

President: Pete Rocco

Past president: Jim Knoke

Treasurer: Tim Jordan

Secretary: Denis Paquette

Board Member-at-Large: Marsha Raymond

Sunshine Team: DJ Freeman

Custodian-For-Life: Howard Jones

Newsletter Editors: Jim & Lin Knoke

Webmaster: Sebastian Heiduschke

Coming Club Events

Swap Meet & Car Show: Sunday, April 24th

Club Meeting: Monday, April 25th at 7:00pm at Shepard of the Valley Church, corner of Highland and Walnut.

Sunday Morning Breakfast: May 1st at 7:30am at Elmer's Restaurant in Corvallis. The club is seated in a separate area in the restaurant and all are welcome.

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The Corvallis Historic Auto Club, a nonprofit organization, was organized over 57 YEARS AGO for the encouragement of interest in historical cars, their preservation and restoration, the extension of knowledge concerning them, and related activities.