

# The Radiator

February 2024

Official Publication of the Corvallis Historic Auto Club



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## President's Message

I am pleased to announce that Marsha Raymond and Janeen Rudd will serve as co-presidents for the club. They were elected into this position at the monthly meeting in January. I will continue to serve on the Board of Directors as Past President. Bobbi McNicol will serve as Member at Large.

I would like to thank Rich Brookes for serving on the Board in the role of Past President. Rich will continue to captain the Swap Meet portion of our April 28, 2024 event.

At our February meeting, I will pass around a signup sheet for the duties at the Fairgrounds. I look forward to the job of Car Show Chairman and plan a meeting of the Car Show Committee shortly. Gary Peterson has added his name to the committee. Most of you whom I have spoken with have agreed to serve again in their positions. Should you be new to the club, or if you would like to serve in a different capacity, let us know soon. I'm looking for 100 per cent participation from members.

We are securing food trucks to fill the void created by the absence of

the Philomath Lions. We are streamlining the awards process by reducing the number of trophies to be presented. We plan to invite the popcorn, tee-shirt and ice cream vendors back. If you know of any vendors who wish to participate in either the Swap Field or in the Show Field, please tell them about our show. On line listings are being added to the web by Dave Snell.

Our first Corvallis Cars and Coffee of 2024 will be held on Saturday, May 4<sup>th</sup>

Looking further into the calendar, plans are in the works to return and display our vehicles at the Corvallis Manor. This is a relaxing time for us, hanging out and talking cars, etc. (date to be confirmed).

The Club has been invited to show our cars at the Corvallis Knights "Old Timers Night", Tuesday, July 30<sup>th</sup>. Details are on the club calendar. Five to ten cars will display at the front gate prior to the game. Free tickets to the game will be awarded to all who participate.

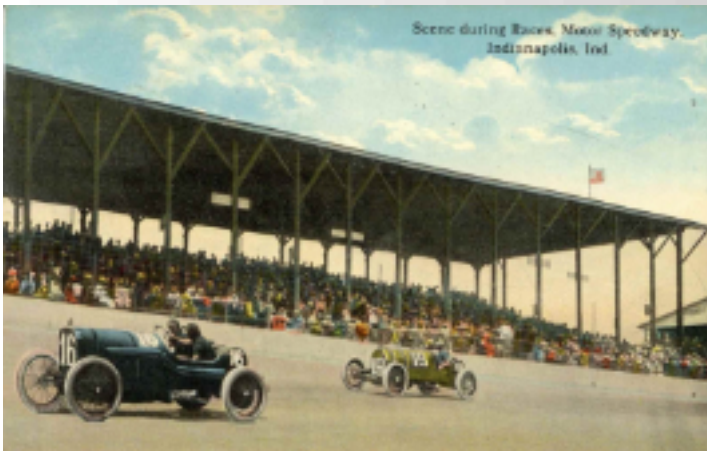
That's all for now...

Pete Rocco

# This Month in Automotive History

## 1840 - John Boyd Dunlop is born

on February 5, in Scotland. An inventor and veterinary surgeon who had experience working with rubber, Dunlop invented the first practical inflatable tire in 1887. It was for his son's tricycle.



## 1909 - The Indianapolis Motor

Speedway Company is incorporated on February 7. Its namesake rectangular oval is the world's third-oldest permanent car race track, and the highest capacity sports venue in the world, seating over 257,000 people.



## 1970 - The Pontiac Firebird

second generation, consisting of four models, debuts on February 26. The second gen lasted through the 1981 model year and saw a total of twelve engine options, from the 231ci Buick V6 to the 455ci Pontiac V8.

## 1966 - Alfred Sloan Jr, former GM

CEO and Chairman, dies on February 17. Sloan originated annual vehicle styling changes, which formed the foundation of "planned obsolescence." He was also responsible for creating a family of different, non-overlapping brands, in an effort to keep buyers loyal to GM vehicles as their buying power increased.



## 2011 - Lamborghini Aventador

is launched at the Geneva International Motor Show on February 28. Nine models were created through 2022. The final model of 2021-22 was equipped with a 769hp engine. The company claimed acceleration of 0-62mph in 2.84 seconds and a top speed of 221mph.





# “We Had So Much Fun!”

## Hardy Club Members Venture to the Coast to Witness King Tides

*By Marsha Raymond and  
Janeen Rudd*

**S**ixteen brave souls, and even some four-legged ones, ventured out ahead of the valley storms and arrived in Newport at various times between January 10 and 12. Some of us stayed Wednesday-Thursday, some all three days. It didn't matter - we had a blast!

The Wednesday early birds checked in at The Elizabeth Oceanfront Inn & Suites and went directly to Depoe Bay to see the waves. And boy, did we see WAVES! Over the breakfront and across all four lanes of Hwy 101 and then over the tops of the buildings! It was definitely a sight to see. Lots of pictures to show off. Late lunch at Tidal



Raves, with salmon chowder and cookies provided by The Elizabeth for a light dinner. Thursday morning dawned cloudy but the Wednesday group found a hearty breakfast at The Chalet, while some later risers took advantage of the free breakfast at The Elizabeth. Several headed back to Depoe Bay for more storm watching and some cave exploring. A side trip to Devil's Punchbowl was cold and very windy but worth the time.

Thursday afternoon brought forth more hearty souls checking into The Elizabeth. Another trip to Depoe Bay and at least one intrepid beach babe braved the waves and got soaked. Truly soaked: to the skin, down to the socks and shoes. Back to Newport for a



change of clothes and a gathering in Room 200 for camaraderie before dinner. We had a lovely repast at Szabo's. Unfortunately, the s'mores dessert event was canceled due to wind and cold. (S'mores kits will be delivered to all participants at our next meeting.) After dinner we traipsed back to Room 200 for more gabbing. Cars may have been mentioned once or twice.

Friday morning there appeared some sad faces at the thought of going home, but the threat of the incoming storm was a big motivation. We had a wonderful breakfast at Georgie's and headed out. Off to Depoe Bay for some who reported half an hour of 40+ foot waves and expected drenching. The food and service at all of our food stops was exceptional. We all had an uneventful trip home and everyone already seemed to be looking forward to next year's trip!

Just always remember: A Bad Day at the Coast is better than a Good Day Anywhere Else!!! 📷





# Winter Rod and Speed Show

## Linn County Expo Draws Cars From Mid-Willamette Valley

*By Dave Snell*

**T**he Winter Rod and Speed Show was held at the Linn County Expo on January 19<sup>th</sup> and 20<sup>th</sup>. In addition to about 100 cars there was a swap meet in a building next to the main Expo floor.

As I walked around to view the cars I paid particular attention to where the entrants were from. To my surprise, almost all the cars on display were from the local area including Salem, Albany, Lebanon and Sweet Home. To my knowledge, there were none from Corvallis. We have some good looking and interesting cars in our club so hopefully some of us will inquire





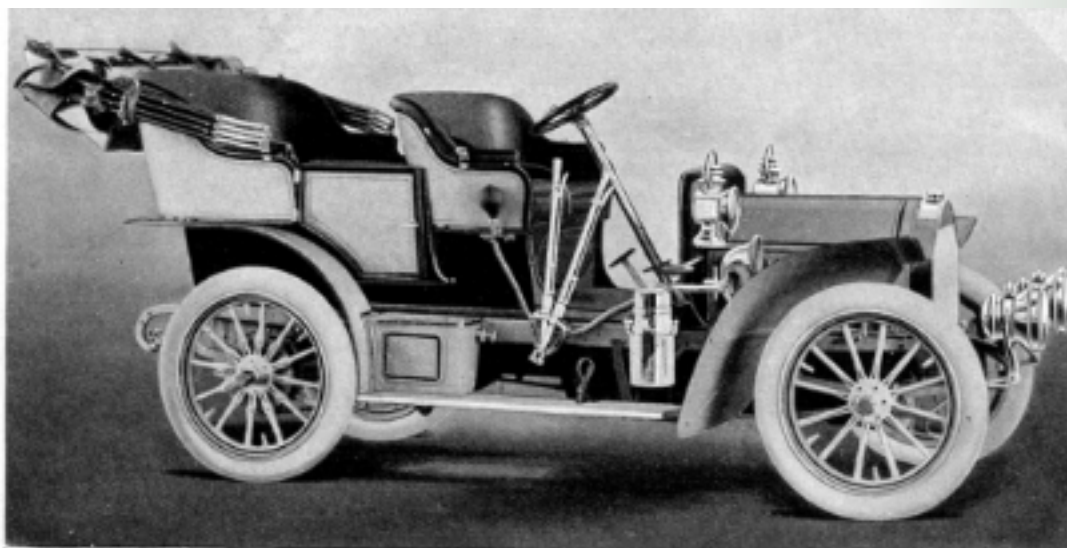


about putting our cars in next year's show. I will give club members a heads up when I get more info.

There were a few show quality cars that would fit in at larger shows like the Portland Roadster Show but most were more of the "driver quality" that we see at our Cars and Coffee. I was surprised how many people were attending this show. I suspect a lot of gearheads welcome an opportunity get out of the house and check out an indoor event while their cars are stowed away for the winter. 🏠







15-20 H. P.  
\$3000

# Locomobile

30-35 H. P.  
\$5000

## REPUTATION GAINED THROUGH SPEED TRIALS AND COMPETI-

**TIONS.** Human nature has to be reckoned with in all things, and many purchasers favor a car which is well known by virtue of its having performed well in public trials.

In 1902 we entered the first gasoline Locomobile which we constructed, in the 500-mile New York-Boston Endurance Run, and this car attracted much attention as the first American car built on foreign lines, as well as its fine showing in the contest, and the fact that it won a first-class certificate caused no surprise in the trade.

The New York-Pittsburg run, in 1903, was unquestionably the most difficult automobile test ever held, and yet the Locomobile (the original car which was in the New York-Boston run) not only secured a first-class certificate, but after the finish was driven back over the road, from Pittsburg to New York.

We did not enter any car in the Glidden Tour, but one of our customers drove his 40-45 horse-

power Locomobile through the entire trip without any trouble, and was awarded a first-class certificate.

Early last year we were prevailed upon to build a high-powered four-cylinder car for Dr. Harold E. Thomas, of Chicago, who desired it for racing purposes, and this Locomobile was substantially an enlarged touring car.

In the Elimination Trials, before the Vanderbilt Cup Race, this car was driven conservatively in order to qualify for the American team, yet it easily secured second place. The results of the 1905 Vanderbilt contest, and the grand showing made by the Locomobile, are now familiar to all automobilists. The car ran the entire distance of nearly 300 miles, in the most even and reliable manner possible, finishing the great race third, defeating 12 out of 14 of the best foreign racing cars ever assembled, and placing America, instead of last, as usual, in the enviable position of second place, ahead of the fine teams of Germany and Italy. This was the first time an American car was ever placed in an international contest. Though the Locomobile was distanced by two French cars, it succeeded in beating the other three French cars very handily.

*Our Catalog tells our story fully. Mailed to any address.*

### The Locomobile Company of America, Bridgeport, Conn.

NEW YORK, Broadway and 75th St.  
PHILADELPHIA, 249 N. Broad St.

BOSTON, 25 Berkeley St.  
CHICAGO, 1024 Michigan Ave.

*Member Association of Licensed Automobile Manufacturers.*

5-Color Poster of Dr. Thomas's Locomobile Racer finishing 3rd in Vanderbilt Cup Race mailed on receipt of 10 cents in stamps.

## The 1906 Locomobile

**F**ounded in 1899, the Locomobile Company of America was one of the first US automakers.

The company's first cars were relatively inexpensive steam-powered runabouts, which proved to be unreliable and subject to catching on fire.

Production was converted in 1904 to internal combustion engines, when the company began selling very high-quality (and very high-priced) luxury touring cars.

Engine size grew from the initial straight-four 16hp version to the 1919 525ci, 48.6hp straight-six.

The company was acquired in 1922 by Durant Motors, which ended Locomobile production in 1929.



## CHAC Officers

**President:**

Pete Rocco

**Past President:**

Rich Brookes

**Treasurer:**

Sebastian Heiduschke

**Secretary:**

Chris Hagler

**Board Member-at-Large:**

Marsha Raymond

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**Sunshine Committee:**

Barbie Powell

**Custodian-For-Life:**

Howard Jones

**Webmaster:**

Sebastian Heiduschke

**Newsletter Editor:**

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 organized over 58 YEARS AGO 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](http://corvallishistoricautoclub.org).

**Friday, February 16**

Covered Bridge Cafe Cars and Coffee, 8:00AM

Free, Every Friday

510 N. 3rd Avenue, Stayton

**Saturday, February 17**

Portland Cars and Coffee, 8:00AM

Free, Every Saturday

21650 SW Langer Farm Parkway, Sherwood

<https://portlandcarsandcoffee.com/>

**Sunday, February 18**

Albany Cars and Coffee, 10:00AM

Free, Every Sunday

1393 Clay Street, SE

**Monday, February 26**

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

Shepherd of The Valley Lutheran Church, 2650 NW Highland Dr, Corvallis

**Saturday and Sunday, March 2-3**

18<sup>th</sup> Annual Salem Roadster Show. All Day Event

Oregon State Fairgrounds

\$15 admission, 15 and under free

<https://salemroadstershow.com/>

**Friday-Sunday, March 15-17**

68<sup>th</sup> Annual Portland Roadster Show

Portland Expo Center

\$20 admission, 12 and under free

<https://portlandroadstershow.com/>

**On The Cover: 1968 Chevelle**

*The second-generation Chevrolet Chevelle spanned model years 1968-1972. GM offered a wide array of engines, from the 230ci Turbo-Thrift inline-six to the 454ci Big-Block V8. The second generation was the first with a semi-fastback coupe option.*

**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.*