



# The Radiator

March 2024

Official Publication of the Corvallis Historic Auto Club

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## Presidents' Message

**A**s Co-Presidents, we found ourselves jumping in sooner than March 1st as Pete was feeling too ill to lead the last meeting of our fiscal year. Thank you, Pete for your service, humor and for being a wonderful President for the last 2 years!

We had a great turn out for the Pizza Feed March 2nd at Southpaws. We understand it was a bit noisy for some and maybe next year we can find a venue that is a little quieter.

**W**e had our first Board of Directors meeting March 8th as Co-Presidents. Ironically, we found out this was also International Women's Day. Isn't that something, as two women are in the process of being the first Co-Presidents.

As we stated at the February 26th meeting about our visions, we have also been meeting with several Committee Chairs. While we have experienced resistance from some cooyons, we realize change is difficult but we are trying to act in the best interest of the club. This is

a reminder that when we inspire others to understand and value everyone's opinions, we can forge a better club. It's time to break down barriers, and create environments where all people are valued and respected.

We also have set aside several dates in the month of March (11th & 25th) as working lunches and would welcome anyone to join us with questions, suggestions, etc., or just to have lunch. Please call Marsha or Janeen to confirm time and place.

We are looking forward to our first Day Trip, (thank you DJ Freeman) in several years on March 16th.

**G**et ready to see CHAC through a new windshield as we bring incredible ideas and reorganization directly to the interior of your favorite automobile.

Marsha Raymond  
Janeen Rudd



# This Month in Automotive History

## 1900 - Gottlieb Daimler dies

on March 6, in what is now Germany. Daimler, who is recognized as the inventor of the automobile, first trained as a gunsmith. He later became a mechanical engineer and developed the first liquid petroleum vehicle in 1885.



## 1945 - SS Cars Ltd changes its

name to Jaguar Cars on March 23. The Jaguar name, which was originally used as an SS model in 1935, was chosen because it was distinctive and less likely than the name SS to be confused with other names.

## 1966 - Ford Mustang production

reaches 1 million cars on March 1, just two years after the car's introduction. Its popularity led to the design and production of several competitors, including the Chevy Camaro, Pontiac Firebird, AMC Javelin and the Dodge Challenger. A luxury version of the Mustang, the Mercury Cougar, was launched in 1967.



Chris Denbow [https://commons.wikimedia.org/wiki/File:2007\\_Danica\\_Patrick\\_3.jpg](https://commons.wikimedia.org/wiki/File:2007_Danica_Patrick_3.jpg)

## 1982 - Danica Patrick is born

on March 25. Patrick competed in Sports Car racing, NASCAR and the IndyCar series, being named 2005 Indy 500 Rookie of the Year. She went on to win the Indy Japan 300 in 2008 and finished 3<sup>rd</sup> in the 2009 Indy 500. Patrick retired from racing in 2018.



## 2009 - The Chevy Camaro fifth

generation begins production on March 17. The fifth gen ran from the 2010 through 2015 model years. Chevy had discontinued production of the fourth gen in 2002 because of slowing sales (fewer than 42,000). 2010 model sales were over 81,000.

# D.J.'s Five Dollar Ford

## You Never Forget Your First Rebuild

By D.J. Freeman

When I was 14 years old, I bought my first car. (No, I didn't have a license at that age in Oregon) The car was a '49 Ford four door for \$5. The engine had been disassembled and was in the trunk. My Step-Father helped me tow it home. I got a set of double open end wrenches from the 88 cent store and started putting the engine back together. (You do remember the 88 cent store, 8,888 items for 88 cents? And double open end wrenches? They came in stack with a clip with a screw hand on the top to hold them all together.)

I didn't know why the engine had been disassembled but all the parts were there and I put it back together the best I could, old head gaskets and Permatex. There was only one large fan belt so I ran it around the crank, both water pumps and the generator. Then I used some bailing twine to make a fan belt.

I got the car running and Step-Father drove it, (I got to be copilot) to the gas station a mile away. At the gas station I remember there was fear it wouldn't start if it was shut off. The station attendant was busy talking to a Sheriff's Deputy in his patrol car on the other side of the pumps. So, we opened the hood to look like there was a reason we didn't shut it off. What a shock, the carburetor (no air cleaner) was spouting gas like a lawn sprinkler. So, we shut the hood and acted like we were leaving until the Deputy left. Then we got a dollar's worth of gas. A few taps on the carb with



**D.J. and Cynthia Freeman and their 1937 and 1938 Plymouths**

a hammer got the float working again, and we headed home.

On the way home my Step-Father mentioned that the oil gauge didn't work. After it was parked at home I never got it to start again. I loved that Ford. I used to sit in it for hours, pretending to drive it. Speed shifting the column shift lever. I still remember the all of the smells of that Ford. Old interior, the gas, oil and grease. Every time I smell Permatex I remember that car.

One day a guy down the road offered me \$50 for my Ford. What a profit, I sold it. He said he wanted it for the engine. Many years later I thought about all of that and remembered draining the oil out of the engine. It came out in lumps and globes. But I never put any more oil back in the engine. That old flat head ran for over 2 miles with no oil and that was the reason the oil gauge didn't work. I have always wondered about the guy who bought it for the engine. How did that work out? 🏠



# Bucket List

## A Southern California Car Museum Visit Scores a Twofer

By Pete Rocco

Everyone should have a bucket list. A compendium of things you wish to do before you die. I could come up with a thousand. Pat wants me to see Ireland, I tell the wife it's on the list (I just don't mention that there are five hundred other things

is a full block in downtown Beverly Hills. There was no street parking left. We had timed our arrival for the opening of the doors only to find the very last spot to park. It was on the roof with all the cruisers. Staff suggested we look, as all the spots on the fourth floor



ahead of it). Love to see the Formula One race in Monaco but believe that one, too, is kinda far down- presumably due to my frugality and the expense.

I raise this issue as I have just crossed off a trip to The Peterson Automotive Museum. Visiting it has tickled my brain for many years. Moving out west to Oregon made this trip more accessible for me than it appeared when living back east.

were already taken. Needless to say, we grabbed it and quickly blended or nondescript rental into the live event.

My sharing of the photos that I took inside the Museum will have to wait for another time because the show on the roof was quite impressive. I gravitated towards one of my favorite cars, a '67 Corvette, and introduced myself and Pat to the owner.

Last month, the wife and I flew into LAX, rented a car and hit The Peterson on a Sunday. Unbeknownst to my spousal trip planner - nor I - did we realize the impact of a monthly car show/cruise-in would have on the five story parking lot. The Peterson







He was impressed that I knew it was a Lyndall Blue and boasted of his twenty-five year ownership. 1967 is the last year of the C-2 models and this one had an original interior and 327 V8. I was surprised to learn that the current owner acquired it from Pennsylvania.

I wanted to see all the cars, and those inside the building. However, we continued to spend time in the sun. A very true replica of the Cheech and Chong Impala caught my eye. The only things missing were the owner and the smoke billowing out of the windows. (I trust many know of the movie "Up In Smoke" and remember that hilarious scene of those two driving down the highway!)



Now, talk about a total surprise – I found two rare exotics parked amongst Porsches, Mercedes, Lambo's and more. A Museum Staffer and I drooled over a Bizzarini, each of us commenting how we hadn't seen one up close – ever.







Ever see a Moretti 1000 SS? It was just casually hanging out, its owner out of sight.

A Ford Falcon Ranchero complete with service station sign and Texaco livery.

On the way to the entrance of the collection, we found some really groovy cars in regular parking spaces on level four as well. A BMW 2002 TII parked next to another two-thousand-two (just not the coveted TII model).



I have many more photos to share of what was waiting for us inside The Peterson. I think that a meeting presentation might be the best place for that story. 🏠



# 2024 Swap Meet & Car Show

Heather Brooks is in charge of the Arena Kitchen for this year's swap meet. She would appreciate it if club members brought baked goods (pies, cakes, cookies, etc.) to the arena kitchen on Saturday, April 27<sup>th</sup> during swap meet set-up hours (9am-noon), and Sunday the 28<sup>th</sup>, starting at 7:00am.

The only restriction is to avoid desserts that include partially-cooked egg (such as a pecan pie).

Questions? Contact Heather at:  
hm2mb@hotmail.com, or 541-740-3125.

## Classifieds - For Sale By Owner

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>





## The Tucker '48

World War II saw the Big Three automakers pressed into war materiel production, resulting in no new car models being introduced in the US after 1941.

Preston Tucker sought to capitalize on the post-war demand for new cars by forming the Tucker Corporation in 1946 to produce his "car of tomorrow", which pioneered many new engineering and safety features.

The Tucker '48 prototype, code-named "Torpedo", premiered on June 19, 1947. The event did not go well, due primarily to extensive problems with the prototype's design.

With most of the bugs worked out, pre-production cars were driven to towns across the country to great acclaim, and several were successfully run in endurance tests at the Indianapolis Motor Speedway.

Among other problems, company executives were indicted by the SEC over fundraising efforts. While the charges were eventually dropped, the negative publicity proved to be fatal for the company, and production was limited to a total of 50 cars.

## Now it can be told..

# How 15 YEARS OF TESTING PRODUCED THE SURPRISE CAR OF THE YEAR

*Here's the Success Story of America's Newest most exciting Motor Car*

**YOU'LL BE SMART if you ask:** For this is it... a car completely new, yet with engineering principles completely proved...the SURPRISE car of 1947.

Already pilot models that 46 in the inspiration of engineers for years to come are now being completed in the TUCKER plant, largest and most modern in the world.

Already preparations for the most advanced tooling and production lines are being completed.

Already Tucker distributor and dealer franchises in some major cities and states are being awarded.

Later in 1947 you'll judge the new car for yourself. Be among the first to give the Tucker '48 a workout.

**WHEN YOU DO, THIS IS SURE:**

You'll get the motorizing thrill of your life—you'll find nothing you've experienced before will compare with the smooth surge of **FLOWING POWER** from the Tucker new engine drive... the new method of riding on the unique Tucker individual wheel suspension... the feeling of security you have in driving a car so positively balanced that it almost drives itself.

You'll discover the completely new car you've been waiting for so many years is not just a postwar dream... but really here... five years ahead of its time, yet with engineering principles completely proved by fifteen years of rigid tests.



For Years, the famous engineering team of Preston Tucker and the late Harry Miller designed special cars, with engineering features years ahead of those turned out in volume production factories. In fifteen years, Miller himself was chosen of the annual Speedway Choice at Indianapolis, recognized as the greatest testing ground for automotive progress.



At Indianapolis, the gift of the Miller team was always the center of interest for manufacturers of both racing and passenger cars. But many of the features developed by Preston Tucker could not then be utilized in mass production cars. So they were stored away for the day when volume production methods would be advanced to the point of utilizing them.



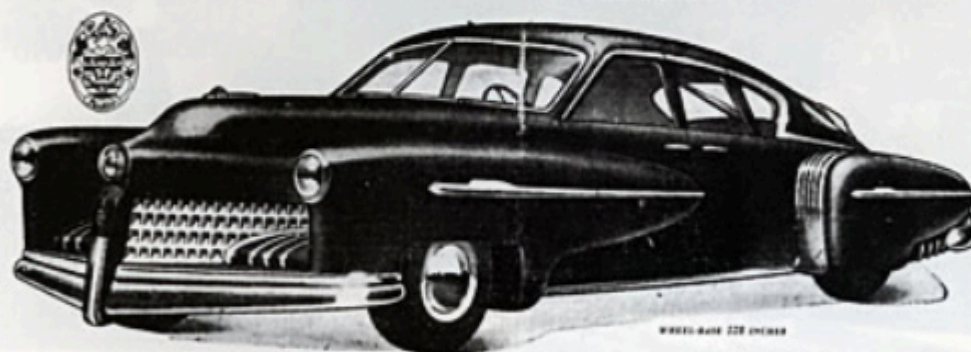
When War Came, Preston Tucker went to Washington and, from headquarters of tested designs, developed engineering features in the motorized car and air-cooled which helped win the '47. His ideas were now handed and put to plan... into the Tucker '48... the first completely new design in motor cars for fifty years, with engineering principles completely proved.



Challenged by War, American industry developed new production methods. In fact, the new engineering ideas of Tucker would be volume produced. So, when peace came, the great 8-48 plan—largest and most modern in the world—was found to be the best to turn out the Tucker '48... the first completely new design in motor cars for fifty years, with engineering principles completely proved.



Now, at last, Tucker is on its way. With four turbo and four, plus an expansion of top motor operations—Benson, Ross, Benson, Benson General Motors vice president, Earl Rootman, former president of Plymouth Division of Chrysler, Tom S. Tomlin, formerly of Ford, Chief Engineer R. E. Loomis, formerly of Borg Warner and Buick, and other leading motor car executives.



## THE NEW TUCKER...YEARS AHEAD!



**New FLOWING Power.** Flowing power—such as a mighty stream—comes down from engine to wheels through hydraulic torque transmission. No conventional transmission or clutch... no conventional differential, either. In the power is transmitted out for a side line as a one gear's shift.



**Single Drive Absorbent Brakes.** No conventional brake leads to wear... no adjustments to make, even. These utterly new type hydraulic, air-actuated brakes are 80% more effective... the same type that stop fast-moving planes on a carrier's deck without skid or jolt.



**Precision Balance.** The unique Tucker design distributes weight to give maximum safety, maximum power transmission and handles steering and driving smoothly. Only a new engine drive can achieve this precision, because for years the goal of all automotive engineers.



**New Individual Wheel Suspension.** The NEW Tucker suspension makes maximum spring expansion elastic. Each wheel is cushioned by its own resilient action arm, actually eliminating shock instead of simply softening it. Tested for years on America's highways.



**New Engine Drive.** Not a new engine—new of the Tucker 48 is a 4-cylinder engine. Electronic high frequency ignition, automatic fuel injection. Higher power weight ratio than any volume production engine ever built. This means greater economy, flexibility, faster starting, trouble-free operation, safety.

# Tucker '48

**COMPLETELY NEW—**  
Yet with Engineering Principles  
**COMPLETELY PROVED**

Address all inquiries to Executive Department  
TUCKER CORPORATION  
1401 South Green Avenue, Chicago 26, Ill.

Courtesy, Tom S. Rankine Collection

## CHAC Officers

### Co-Presidents:

Marsha Raymond  
Janeen Rudd

### Past President:

Pete Rocco

### Treasurer:

Sebastian Heiduschke

### Secretary:

Chris Hagler

### Board Member-at-Large:

Bobbie McNicol

### Sunshine Committee:

Barbie Powell

### Custodian-For-Life:

Howard Jones

### Webmaster:

Sebastian Heiduschke

### Newsletter Editor:

Andy Noble

### Visit us at:

[corvallishistoricaclub.org](http://corvallishistoricaclub.org)

### Contact us at:

[corvallishistoricaclub@gmail.com](mailto:corvallishistoricaclub@gmail.com)

The Corvallis Historic Auto Club, a nonprofit organization, was organized over 57 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: [corvallishistoricaclub.org](http://corvallishistoricaclub.org).

## Friday-Sunday, March 15-17

68<sup>th</sup> Annual Portland Roadster Show, Noon-9, 10-8, 10-5

Portland Expo Center, 2060 N Marine Dr.

\$20 admission, 12 and under free, [portlandroadstershow.com](http://portlandroadstershow.com)

## Saturday-Sunday, March 16-17

Roseburg Benefit Car Show, 10-6, 10-5

Douglas County Fairgrounds (indoor), 2110 Frear St., Roseburg

Admission \$7, [strayangelsclub.com](http://strayangelsclub.com), (541) 643-8467

## Monday, March 25

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

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

## Thursday-Saturday, April 4-6

Portland International Raceway Swap Meet, 7am-5pm each day

1940 Victory Blvd., Portland

Admission \$10, [pirautoswapmeet@gmail.com](mailto:pirautoswapmeet@gmail.com) (760) 685-4798

## Saturday, April 13

Salem 94<sup>th</sup> Annual Cherry Blossom Drive and Poker Run, 9-2

Wallery's Pizza, 1555 Edgewater St. NW, Sublimity

Admission \$5, [salemclubcouncil.org](http://salemclubcouncil.org), (503) 393-0897

## Saturday, April 27

Function 4 Junction Swap Meet, 8-4:30

12th & Ivy, Junction City

Admission free, [function4junction.com](http://function4junction.com), (541) 554-5809

## Sunday, April 28

CHAC Swap Meet and Dust 'em Off Car Show

Benton County Fairgrounds, 110 SW 53<sup>rd</sup> St., Benton County

Admission \$5, [corvallishistoricaclub.org](http://corvallishistoricaclub.org), (541) 754-8889

## On The Cover: Jaguar XK140

*As the successor to the XK120, the XK140 provided more legroom and better steering, brakes and suspension. The car was produced from 1954-57, and was available in roadster, convertible and coupe body styles. The top speed of a stock XK140 SE (inline six) was 125mph, with a 0-60 time of 8.4 seconds.*

## 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.*