

The Radiator

OFFICIAL PUBLICATION OF THE CORVALLIS HISTORIC AUTO CLUB

President's Notes

We will have our Christmas Party on Saturday, December the 10th at The Spaghetti Factory in Corvallis.

Next thing you know, it will be the year Twenty-Twenty-Three. We don't have a regular club meeting in December, so come first of the year, the CHAC will have a daunting challenge: The election of new officers. Daunting, as in we can't have a club without members stepping up. Both large and small jobs, make the "motor" of the club function.

We are all fuel...fuel for the Club. Think of the members as the Gas. We need sparkplugs. Someone to say, "Yea, I will do the newsletter" or "I can be the new Secretary, or Treasurer". Some of you might think we need a new club president. My wife certainly thinks so. The CHAC is entertaining openings for all board positions: President, Secretary, Treasurer, as well as a new Sunshine Person, and Editor for The Radiator.

At the October membership meeting, I had asked for a show of hands in response to my question: "Are you proud to be in this club?" and nearly every hand was raised. We need this kind of enthusiasm if we want our club to continue. I found out that all of our established members have truly served this club in multiple capacities and for multiple years. By established I exclude you "new" folks. I realize that I do not know your particular story, but ask you to serve. If you are new to this club, YOU need to contribute because WE before you, have held the flag up for over fifty years.



I will continue as Past President and as the Car Show Chairman. Please contact me to discuss what you can do for the CHAC in 2023.

—Pete Rocco

Roy Temes – The 1929 Durant 66 Standard Four Door Sedan

William Crapo Durant (1861-1947) was a business giant and a forefather of the American automobile industry. He was the grandson of a former Michigan governor, and a high school drop out. He began building in carriages in 1886, founding the Flint Road Cart Company with a partner. It became the most successful horse drawn carriage in the world. In 1904 he assumed control of floundering Buick. Within four years he made Buick the best-selling American car. He planned an automobile company encompassing multiple brands, models, price points and suppliers. In 1908 Durant and partner Samuel McLaughlin established General Motors. During that year, he purchased 13 car companies and 10 parts suppliers including Olds Motor Works (Oldsmobile). In 1909 GM bought Cadillac, Oakland (later Pontiac), and other suppliers and manufacturers. Durant also planned to purchase Ford in 1909 for \$8 million, but was unable to arrange loans due to all these acquisitions. In 1910, as a result of extensive debt, Durant was fired and the banks took control of GM.

He wasn't down long. In 1911 Durant and partner Louis Chevrolet founded Chevrolet Motor Company. In 1914 Durant bought Louis Chevrolet's shares and became sole owner. By 1916 Durant was able to buy

controlling stock of General Motors and become GM's leader once again. Chevrolet, Sheridan, Fisher Body, Frigidaire, and many others became GM brands under his second stewardship. He built GM into a corporate giant. However, by 1920 debts once again forced him to resign.



Undeterred, Durant established Durant Motors Incorporated in 1921. Eventually it included multiple brands competing across the price and utility spectrum. These included Durant Motors (1921), Star (1922), Flint Motor Car Company (1923), Rugby (1923), Locomobile Company of America (1923), Mason Motor Trucks (1923), De Vaux – Hall Motors Corporation (1931), and Dominion Motors Ltd (1931). Factories were located in California, Indiana, Michigan, New Jersey, New York, and Ontario. True to his original plans, many parts were obtained from outside suppliers including the engines and bodies. Although intended to compete with GM, Durant never achieved the same success. Durant Motors went bankrupt in 1933 during the Great Depression, and William Durant declared bankruptcy in 1936. By 1940, he was proprietor of a Flint Michigan bowling alley and grill. Although he had many future business plans, none came to fruition. The remainder of his life was spent in poor physical and financial health. He died in New York in 1947 at age 85, the same year Henry Ford died. He was inducted into the Automotive Hall of Fame posthumously in 1968.



This 1929 Durant 66 Standard Four Door Sedan is owned by Sheree and Roy Temes. It was supplied with an in-line 6 cylinder engine, 4 speed manual transmission, and cost \$995 (\$17,270 in 2022 dollars). When we bought it in 2007, it was in a small private repair garage an hour outside of Cleveland Ohio. The relative condition was good for being almost 80 years old, but in absolute terms was still poor. A lot of parts were missing, it didn't run, and had been sitting for an unknown number of years.



Originally, I planned a restoration. However, it became apparent this would be time consuming, arduous, and expensive. I also became fond of the patina and rattiness. So the plan changed to achieving drive-ability while preserving the time ravaged appearance.

The first step was finding a drive train. After some searching, I found a rusted 1985 Lincoln Town Car with less than 45,000 miles. It had a 302 ci V8 engine, early electronic throttle body fuel injection, an AOD transmission, and an 8.8 rear end. Most importantly, it was affordable. It also ran great after a bit of

tinkering. It ran so well that I enjoyed driving it, and began to feel guilty using it for parts. Despite this, soon the two cars were moved into the same garage side by side. Over the next few years, the drive train, wiring harness, and many other parts from the Lincoln were transferred to the Durant.



As I had hoped and expected, there were a lot of challenges. The first was finding parts. Even without using Durant items, they were hard to find. Some had to be fabricated. Engine, transmission, and rear end mounts were made from cardboard templates, then cut from scrap steel. The pieces were welded by Ohio Technical College students in exchange for pizza lunches. The grill insert was made from 2 junk yard 1980's Ford grills. Craigslist led me to 1930's Chevrolet wire wheels, a 1930's Chevrolet front axle, 1940's and 1950's Chevrolet hydraulic brakes, a Camaro exhaust, and lots of other items. Headlight parts and driving lights were purchased in Hershey. The Chrysler mini-van front and rear seats came from Pull-a-Part. The radiator is new from Speedway Motors. Headers, and few trim pieces came from local swap meets and Ebay. New 1950's brake parts and a new master cylinder came from Rock Auto.

Another major challenge was the early FoMoCo fuel injection system. The engine wouldn't start! There are 2 fuel lines, and it was unclear how to connect them – I tried both ways. During disassembly of the Lincoln, I labeled the wiring harness plugs and took careful notes. But the car was moved several times, a lot of time passed, my notes were hard to find and read, and a few labels fell off. I didn't know if I had botched an electrical connection. Even though it was a comparatively modern car, the Lincoln was over 25

years old. The mechanics at our local Ford dealer and the repair manuals weren't helpful. Over the next few years, I repeatedly rechecked the wiring. One day I found a loose wire and bare end in the engine compartment. Apparently a terminal had pulled off. I held it close to the frame and cranked the engine. The wire sparked and the engine sputtered. After grounding the wire, I was finally able to start and run the engine with starter fluid. What a wonderful day!



Since then, the car was moved first to a storage unit in Ohio, and then sequentially to 2 different storage units in Oregon. Hopefully now that I am retired and settled I can get back to work. It still needs quite a bit before a Cars and Coffee debut. The steering needs to be connected from the Durant box to the 1930's Chevy axle. The hubs need adapters between the 1930's wire wheels and the 50's Chevy drums in front and the 1985 Ford brakes in the rear. A transmission shifter needs to be made. Rotted wood frames in the body need replacing. Perfect stuff for these winter days!



This is the photo that we sent to Hot Rod. I like it because you can see the snow falling. They cropped it for their page and misidentified the Durant as a Model A.

— Roy Temes

Can you identify this car? (Answer on the last page.)



What's Happening

Not Much During the Winter. Here is what I found.

November

28: CHAC club meeting 7pm.

31: Halloween car meet/costume contest Mon, 12:30 AM, 2300 Leo Harris Pkwy, Eugene, OR.

December

3: 32nd Santa Cruise-In/Toys For Joy. Stayton Fire Station, 1988 W Ida St., Stayton. Breakfast 7am-11am. Registration opens at 8am. FREE ENTRY with NEW unwrapped Toys.

4: The Brothers Collection First Annual Toy Drive. 9am-3pm. \$10.00 per person and 1 NEW unwrapped toy per person is admission to the Museum. All the toys will go to Project Joy whose focus is foster children and their families, right here in Oregon.

10: CHAC Christmas Party (Saturday) at The Spaghetti Factory in Corvallis.

25: Christmas

January

1: Happy New Year!

20-21: Winter Rod and Speed Show & Swap Meet @ the Linn County Expo Center. Car Show on Friday is 6pm-9pm. Car Show on Saturday is 9am-6pm.

Sell, Buy, Free Stuff

2010 Silverado LS 2WD Extended Cab, 126,000 miles, very nice condition, many extras, and upgrades, \$15,000. Roy Temes 216 798-2720

Reduced Price ! !

\$9,999.00 - 1967 Ford Thunderbird 4-door(suicide)landau 428v8 automatic transmission. 17.25 feet long, red and black exterior with red interior. 102,403 miles, new tires and battery. As is but in good condition, little rust and chrome damage. Serious lookers only, buyer responsible for vehicle pickup, delivery or shipping. Clear title on clear payment. Sebastian 541-602-6360.

Wanted

Dan Powell is looking for one hubcap for his newly acquired 1989 Dodge Dakota Truck with the Shelby 318 cubic inch V8. Reach Dan at olcc219dan@hotmail.com.



Sold!

For Sale 1930 Pierce Arrow Model B
366 cu. in. Straight 8, 4 Speed
Great running car
\$40 thousand firm



Do You Remember?

This Pickup?

Honda T360 (1963)



And These:

Woolworth, Plymouth, Sears, Roebuck and Company,
Packard, Eastman Kodak Co., Pontiac, J.C. Penney,
Pierce-Arrow and many more.

1933 Dymaxion Car

The name of this car was derived from: dynamic, maximum, and tension.

Some of the features were:

- Rear-mounted FORD flathead V8 engine, (producing 85 brake horsepower)
- Front wheel drive, (The front axle was a re-purposed and inverted (the flipped axle must be inverted to prevent the pinion gears from running the wrong way) rear axle from a contemporary FORD roadster.)
- Three wheels, (steering via the single wheel at the rear.)
- Canvas top.

Buckminster Fuller built three experimental prototypes. One was featured prominently at Chicago's 1933/1934 World's Fair.

Prototype One: Was badly damaged in a crash at the time of the 1933 Chicago Century of Progress fair and killed the driver. The car was repaired and sold to the director of the automotive division of the U.S. Bureau of Standards (BoS), only to be subsequently destroyed in a fire at the Washington D.C. garage of the BoS.

Prototype Two: Survives in the Harrah Collection of the National Automobile Museum in Reno, Nevada.

Prototype Three: Changed hands many times but was lost, presumed scrapped, in the 1950s. Once owned by Leopold Stokowski, it was estimated to have been driven 300,000 miles.

Dymaxion Replica



The Dymaxion car, c. 1933



The Dymaxion Prototype Two on display at the National Automobile Museum in Reno, Nevada (2007)



Editor's Notes

The President Rocco said there is a need for new people in the club to step up and assume new rolls in running the club. As of the first of January 2023 Cynthia and I will be taking the off ramp from the CHAC highway. The December newsletter will be our last one. That means someone needs to take over the newsletter and the Sunshine Committee. Thanks to all who have help us to make this a newsletter about the club.

—D. J. & Cynthia

Answer to the car quiz: 1936 - Toyota's 1st car (Toyota AA)

CHAC Officers

President: Pete Rocco

Past president: Jim Knoke

Treasurer: Tim Jordan

Secretary: Denis Paquette

Board Member-at-Large: Marsha Raymond

Sunshine Committee: DJ Freeman

Custodian-For-Life: Howard Jones

Newsletter Editors: DJ & Cynthia Freeman

Webmaster: Sebastian Heiduschke

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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