

The Radiator

November 2023

Official Publication of the Corvallis Historic Auto Club

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President's Message

Nominations for officers and the holidays are upon us. Lots going on! In addition to November club nominations, we will have a guest speaker Ben Martens from **Jackson Street** at Monday's meeting. If there is time, we can continue the discussion of the proposed By-laws.

The CHAC BOD met Friday and decided to incorporate the comments made by members present at our October meeting into the changes to our Constitution. We are suggesting that the process may even go back to committee. We will take a pulse Monday night.

The CHAC Christmas Party at Carino's in Albany is early this year, both on the calendar (December 2, 2023) and the time: 2:00-6:00pm. We chose an early start so that members who prefer not to drive in the dark may be able to attend. New members are most welcome to join in. Remember, payback is in April when you work for the club at our Swap and Car Show.

Please, if you have yet to sign up (at October's meeting) the sheet will be at our November meeting. Should you not be able to attend Monday night, make sure you email the club to make a reservation for **The Party** December 2. The deadline for reservations is Monday Nov.27th. We need to give Carino's a head count.

Please plan to arrive for the party at 2:00pm. We will be served a Buffet with three or four choices in addition to salad, bread and soft drinks. Everyone please wear your name badges! It is also time to drag out that holiday tie or sweater. In years past club members dressed for the party. (I like to show off my Santa ties, but there is no dress code.)

After the meal we will have a "Yankee Santa" grab bag event. If you wish to play along just bring a wrapped present with you to the party.

The gift should not exceed TEN* dollars in value. It may be something you need gone from your shop, or it can be a Gag Gift. Hopefully all the gifts at the party will elicit a laugh. Let's have fun!

We'll have a gift table and drawing just for Ladies. In years past, we have seen a more mature gifting from that camp.

We pick numbers from a hat. First person selects a gift from the pile.

The next number drawn selects the person who either (1) may keep the gift they now just selected and opened, or (2) trade it BACK for the previously opened gift. Presents are selected from the pile, opened in front of all, and depending on your "creativity" or the general merriment of the group, we laugh. Say, who doesn't like presents!

*OK up to \$12 value. Rules adjusted for inflation.

-Peter

Cars and Coffee

Thanks to everyone who turned out to make our October gathering a great success, with 135 vehicles!

See more photos at:
corvallishistoricautoclub.org



Buyer Beware

Tips To Protect Yourself When Buying A Used Vehicle Online

By Dave Snell

For many years I scanned the classified ads in the local newspapers and automotive magazines such as Hemmings just to see what classic vehicles were on the market and to follow the price trends. But I never knew what those vehicles actually sold for nor could I determine their exact condition. Fast forward to today where we have a plethora of online and in-person collector car auctions as well as online “for sale” sites such as Ebay and Craigslist. These sites are fun to cruise through but there are some cautions to consider if you want to purchase a collector car from these venues. Put simply, there is no substitute for inspecting a vehicle in person. But there are a few things to consider if you find a vehicle on one of these sites you can’t live without. Allow me to pose a few questions to ask yourself that may lower your risks.

Where has the car spent most of its life? As we know, there are regions of the US where salt products are used on the roads for winter snow and ice. That leaves the potential for serious corrosion in the undercarriage which you can’t see. My rule is: If there are no good, clear photos of the undercarriage, beware.

How clean and fresh looking is the engine compartment? That’s a fairly good indicator of how well the engine has been maintained. Some vehicle listings do not show photos of the engine bay. If the seller is unwilling to send you photos of the engine bay and/or the undercarriage, beware.



Did the seller put lipstick on a pig? A lot of times I see photos showing paint overspray around the undersides of the chassis or on the engine. I’ve also seen photos where someone tried to cover surface rust under the car with rattle can paint. That always makes me think the seller is hiding something. An honest seller will list items that need fixing and show photos of the issues.

If I purchase/ bid on this car that I’ve always wanted, will I be willing to put more additional money in it if I find out it needs repair or restoration? Will I love this car no matter what? A car that ends up being a money pit can dampen your enthusiasm.

Are there enough photos, videos and information to satisfy my concerns? A seller who lists dozens of photos top to bottom, a walk around video, a video with sound of the car running and lots of written information will have a much better chance of gaining your confidence.

How much will it cost to transport the car? Transporting cars via car carriers can cost anywhere from \$1,000 to \$4,000.

For future editions of the Radiator I will review some of these websites and include my opinions of what to be aware of and what to look for. 🏠

Of Bags And Belts

The Auto Industry's Long and Winding Path Toward Vehicle Safety

By Andy Noble

Modern vehicles are chock full of wondrous safety features. All new passenger vehicles sold in the US today are equipped, by default, with anti-lock brakes, air bags, backup cameras, electronic stability control, child safety seat anchors, traction control and tire pressure monitoring systems. For those who are willing to pay, there are many advanced safety features that may one day become mandatory, too. Let's take a look at how this heightened level of safety began.

Many of us in CHAC are old enough to remember a time when motor vehicle safety was little more than an afterthought. Automakers resisted having to include any safety features because of the added cost, but buyers' lack of interest was also a huge impediment to improving vehicle safety.

Ralph Nader's best-selling 1965 book, "Unsafe at Any Speed", in which he argued that car companies were sacrificing lives for profit, eventually led to congress passing the Federal Highway Safety Act of 1967. As a

result, cars that were sold beginning January 1, 1968 had to be equipped with what are now thought of as the basics; a seat belt for every passenger seat, padded instrument panels, rupture- and fire-proof gas tanks, collapsible steering columns, dual-cylinder braking systems, side marker lights, windshield washers and front-seat shoulder harnesses. Front-seat headrests were put off until the next year.

Most of those newly-required safety features were passive,





providing people with increased safety without them having to take action. One of the biggest and simplest improvements to safety was keeping people from being thrown around inside of a vehicle in a crash. The biggest stumbling block to reducing traffic fatalities, however, was the general public's negative reaction to wearing seat belts.

The first automobile seat belt patent was issued in 1885, but car makers didn't even offer belts as an option until the mid-1950s. By the mid-80s, less than 15% of Americans wore seat belts, and 65% opposed mandatory seat belt laws. It's been said that the

auto industry supported seat belt laws at the time, but only because it saw them as a way to avoid mandated airbags.

The first front-seat shoulder harnesses were primitive. The ones that came in my 1968 Firebird, which I bought in 1982, were fixed, with no takeup reel to allow for movement. They were also separate from the lap belt, so wearing both was a two step process. Worn correctly, the shoulder belts were so restrictive that I couldn't release the parking brake when fully strapped in. Given how cumbersome they were to use, I didn't wear the shoulder harness. Several years ago I installed modern-style three point front belts that look like original equipment and mount in the factory anchor positions.

There were multiple attempts over the years to get people to change their behavior. The Carter administration, for example, introduced legislation with the intent to have every new car equipped with either automatic seat belts (remember those?) or airbags by the mid-1980s. Passage was repeatedly delayed.

By the mid-1990s, many cars were equipped with automatic seat belts, but you still had to manually buckle the lap belt, a step that many people skipped. This left them with only a belt across the chest, which could sometimes be riskier than wearing no belt at all. New York passed the first mandatory seat belt law in 1984, and most other states eventually followed suit.



Today, over 90% of Americans wear seat belts, according to the CDC. Only New Hampshire does not require adults to wear them.

Airbags were also slow to be adopted, but it was more the auto makers, rather than the public, who stalled their widespread use. The first patent for a rudimentary automobile air bag was issued in the 1950s. The first commercially viable airbags were installed in GM's 1973 Oldsmobile Toronado. Ford and GM spent years fighting against making airbags mandatory, but eventually saw the writing on the wall, and airbags began to reappear as an option in the 1980s. TRW introduced the first gas-inflated units in 1994, and airbags became mandatory in 1998.



Today, advanced technologies have led to the development of all sorts of safety-related features that are aimed at reducing the likelihood of collisions in the first place, with some companies striving to one day take humans out of the equation altogether. Whether we can, or even should, make driving fully automated continues to be debated, and is a topic for another day. 🚗



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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.

Friday, November 24

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

Saturday, November 25

Portland Cars and Coffee, 8:00AM
Free, Every Saturday
21650 SW Langer Farm Parkway, Sherwood
<https://portlandcarsandcoffee.com/>

Sunday, November 26

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

Monday, November 27

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

Sunday, December 3

Brothers Collection Second Annual Toy Drive
\$10 admission plus one new, unwrapped toy
<https://brotherscollection.ticketspice.com/2nd-annual-toy-drive->

Saturday and Sunday, March 2-3, 2024

18th Annual Salem Roadster Show. All Day Event
Oregon State Fairgrounds
\$15 admission, 15 and under free
<https://salemroadstershow.com/>

Friday-Sunday, March 15-17, 2024

68th Annual Portland Roadster Show
Portland Expo Center
\$20 admission, 12 and under free
<https://portlandroadstershow.com/>

On The Cover: 1959 Oldsmobile

The Oldsmobile Dynamic 88 came with a two-barrel 265hp, 371ci Rocket V8. The four-barrel 300hp, 371ci version was optional. New styling for 1959 included Vista-Panoramic and Holiday Scenicoupe front and rear windshields.

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.