

# The Radiator

OFFICIAL PUBLICATION OF THE CORVALLIS HISTORIC AUTO CLUB

## President's Notes

Okay, Gang,

We have yet to see any club member volunteer for the holiday party committee.

Rather than appoint some unlucky soul, I will take the job on myself.

Here is my plan: have Food, Fun and best of all, enjoy the camaraderie this club has to offer!

For the Food part, there will be two choices: take it or leave it.

I'm thinking that everyone should like Chicken Penne, with a garden salad and garlic bread.

For the Fun part, will be an old car club favorite: Gift Sharing.

Your wrapped present may be a "gag gift", a gift that you might actually want for yourself or a "re-gift" (something you received previously as a gift, but don't wish to keep). It can even be something you prefer to pass onto another un-suspecting club member. Retail value not to exceed \$15.00

I am adding a twist to the fun process and will explain "A Yankee Christmas" at the event.

You need not participate in the gift sharing, but if you bring a wrapped gift, you can play. It can be a "Guy" gift, a "gal" gift, even a neutral gender gift...doesn't matter. We will draw numbers and have the ladies go first. Next, we will select gifts from the "guy" table.

We will have a couple of drawings too.

The Camaraderie part I leave up to you.

There are only eleven Saturdays until Christmas but let me say "Happy Halloween" first.

—Pete Rocco



## Gary Peterson – The 1950 GMC FC 100 Pickup – Sequel to the 1952 Chevrolet 3100 Pickup Story

Earlier I wrote about my childhood relationship with

a 1952 Chevrolet 3100 pickup, green in color, including how I learned to drive, appreciate and, sometimes, curse it. Those experiences had a profound impact on me, and I now continue the story some 50+ years later.

As we are prone to do as we age, I began to yearn for some of the old times and the old green Chevrolet truck came to mind. In the 90's I started to look for one like it but without much money, it was just a dream. I looked at one old, rusted body once, but it was, in my opinion, too far gone. Others had been meticulously restored or modified well out of my price range. However, dreams being what they are, the yearning did not go away.



I retired last fall and one day, a red GMC, FC 100 (likely a FC 102 given its wheelbase), 5-window,

looking just like the 1952 green Chevy pickup showed up on the parking lot of Ken Fisher Auto and Truck Repair here in Corvallis. I was at once interested but it didn't look for sale at the time. It sat there, out in the weather, for two or three months when I decided to check it out one snowy December day. I found out that it was a 1950. I looked inside the cab, and it was just like looking at the old green Chevy again: four on the floor, same instrument panel, etc. I asked about its story. Tony Fisher, the manager of Ken Fisher's, said that it had been towed in and the owner was looking for a buyer.



I contacted the owner and asked about it. He did not know how original it was. He had picked it up in Central Oregon and indicated that it was, with fresh gas and a new battery, in running condition. I took him at his word. I inspected the truck as best I knew, looking for rust and those things which would need to be repaired. It didn't look too bad so I made an offer, assuming that with a few hundred dollars, it would be up and running. I asked Tony Fisher and his crew to work on it to get it running. That was in early January 2022. I finally drove the red GMC home on June 30 with my bank account a few thousand lighter. Obviously, it was not in running condition when I bought it!

So, Little Red GMC, what is your story? You look good. Your red color, covering what looks to be the original Overland Blue, has dulled over time and needs to be waxed and shined. Your chrome is a bit rusted and dull but that, too, will shine up nicely. You don't have visible dents or rust. The boards in your bed have been replaced and look good although a bit weathered. You don't have a lock on the driver side

door but that is how you were originally. I have added a license plate from 1950 for your authenticity. Inside the cab, you still have the cardboard on the ceiling from the days before plastic or vinyl. The cardboard on the doors has been replaced with wood. The glove box lock doesn't work (permanently closed) but has the original cardboard interior. The seats look to be original. You came with a GT Grant steering wheel which gives you character. You also came with two tubs of spare parts, including spare curved windows. Obviously, some of your earlier owners took very good care of you.



You have the original gauges, but they don't work as your system was converted from a 6-volt floor starter system to a 12-volt electrical system with key ignition. That's okay. I remember that it was always hard to put one's foot on the starter and gas at the same time from my days with the green Chevy. Your heater works well and all the time. It is good that the windows and cowl do too.

You have two seat belts, neither of which fit most folks. The reason is that the buckle ends of both belts were attached with a single bolt near the center of the seat and expected to connect to the outer clasp on either side. An upgrade of seat belts will be necessary if anyone wants to go for a ride with you. In looking for the bolts for the seat belts, I found signs of the many years that you served as a cozy home for mice and other critters. A good vacuuming will be in order and then, another, and another. To put it bluntly, your under-seat compartment stinks. However, you have an old amplifier under the seat. What? And then behind the seat are two pretty nice speakers. What? Did you think that you were going to be cruising down the road with Roy Orbison's "Oh

Pretty Woman” coming from out of those speakers powered by the amplifier from the GM “Classic” cassette player on the dash?

It is under the hood that you get really interesting. Your engine was not the original 228 cubic-inch inline six cylinder which was standard on the GMC trucks that year. It had been replaced, likely sometime in the late 60’s, with a Chevrolet 292 cubic-inch inline six manufactured (according to the code stamped on the block) in December 1963. There is some information that a 292 won’t fit in the engine compartment of this vehicle. However, it does fit nicely. I am thinking that if this is indeed the F-102 model, the longer wheelbase allows for the longer engine to fit. The folks at Ken Fisher’s, Tony, Jake and Nick, replaced your carburetor and choke, spark plugs, distributor, battery, front wheel bearings, master cylinder and brake shoes, two sets of leaf springs, an exhaust manifold, and your gas tank in order to get you running. Tony, Jake and Nick at Ken Fisher Auto and Truck Repair did high quality, expert work and you start and run nicely now, although you tend to vapor lock during hot weather.

I continue to tinker with you, polishing on occasion, checking to see if I can supply lubrication in key locations and, generally admiring you. I marvel at your durability and functional engineering. At the same time, I recognize your fragility and am amazed at your condition. Indeed, when I bought you, a competing offer was for you to become a “lawn ornament” never to run again. That would have been such a shame. You have been so affected by both human and mechanical factors yet survived.

In the short time that we have known each other, you have taught me that imperfection is sometimes a thing of beauty. You have taught me patience as your flaws, if that is what they indeed are, will take time and effort to remedy (like the passenger door handle which is perpendicular to the way it should be). You have taught me humility as I am learning that I know so little. You have reminded me that progress is measured in small, yet steady, steps.

You have brought fun and focus back into my life. While one certainly doesn’t want to relive the high school days and learning to drive, there are pleasant

memories to recall in driving you. Things were indeed simpler then and you are a daily reminder of that.

On a larger scale, you have brought me friendship as the folks in the Corvallis Historic Auto Club are so willing to help, give suggestions and, perhaps as important, compliment you. That makes everything else worthwhile. In 28 years, you will be 100 years old. I’m not sure that I will make it that long, but I will do my best to make sure that you do. Sweet rides Little Red GMC!

— Gary Peterson

## Trains and Cars

Remember This from September’s newsletter?

We are looking for 6-8 cars in the 1930’s to early 40’s vintage to pose alongside our 1924 steam locomotive. The big shoot will be Friday morning, October 7, where we want to recreate a scene along Olive St. here in Lebanon that has a pre-WWII feel. We are planning to be on Olive St for about two hours between 8:00am and 10:00am. Additionally, we’d like to have one or two vehicles that can be available throughout the day on October 6 and 7 that can pose with the locomotive at various railroad crossing between Lebanon and Lyons.

Would you give me a call when it is convenient? My phone number is 541-451-0570.

Aaron Zorko  
Albany and Eastern Railroad  
aaron@albanyeastern.com

When this email came out, I sent Arron a picture of our two Plymouths. I received an email saying the Photographer liked the look of our ’37. So, I agreed to show up at the photo shoot with the ’37.



*It was very foggy that morning, but I made it to the station on time.*





*There were 7 total cars for the photo shoot...*



*The Lead Photographer placed the cars and the '37 got the prime spot.*



*...And about 30 Photographers.*



*Photo#6, But first it needed to be Steam Cleaned.*



*The Engine arrived.*



**Photo By Martin E. Hansen**

*This is one of the many photographs by the professional photographers.*

— DJ Freeman

## DJ's \$5 Ford

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. 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 stacks with a screw head on the top to hold them 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. I used some bailing twine to make a fan belt.

I got the car running and stepfather 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 a hammer got the float working again, and we headed home.

On the way home my stepfather 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 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 globs. But I never put any more oil back in the engine. That old flat head

ran for more than 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?

— DJ Freeman

## What's Happening

It looks like next weekend (10-22-22) starts the fall rainy season. So, car stuff is limited. I did find these few things to check out.

### Recurring Events

Stro's Wednesday Night Cruise In @ Stayton A&W 1st & 3rd Wed. 5 - 8 PM.

Cars & Coffee @The Covered Bridge Cafe in Old Downtown Stayton. [Fridays at 8AM](#).

### October

23: CARTOBERFEST Sun, 5 PM Linn County Fair, 3700 Knox Butte Rd E. Albany, OR.

24: CHAC club meeting 7pm.

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

### November

19: Albany Indoor Swap Meet @ Linn Co. Fairgrounds 8 AM, \$5 admission, [FLYER](#).

28: CHAC club meeting 7pm.

## 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.



## Albany Fish Food Drive

On October 15, Pete and Patty and DJ and Cynthia joined the Rollin' Oldies club in their annual cruise for the Albany Fish food drive.



## Editor's Notes

Can you name this car? I have no idea. Email me ([dj38plymouth@aol.com](mailto:dj38plymouth@aol.com)) your suggested answer. I'll take any and all answers for the next couple of days. The best three answers will win a gift certificate.



—D. J. & Cynthia



## All Things Old are New Again

This is a 1910 Pope-Waverley. Notice the choice of batteries and tops. Have you bought your Hybrid or fully electric car?

THE SATURDAY EVENING POST 57

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## CHAC Officers

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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