

Corvallis Historic Auto Club

November 2024

The Radiator

Official Publication of the Corvallis Historic Auto Club



Inside:
Dave Snell Tells The Tale
Of His EV Education



**Janeen Rudd
Club President**

President's Message

Happy November/December to all of you! Obviously fall has arrived and we're all enjoying the return of the rain. Or not, depending on your personal preference. Personally, I miss the car events, so fall and winter are not my favorites. I look forward to the Albany show in January as I'm sure a lot of you do.

Your Board had a good meeting on Nov. 14. We discussed many things but I'll just highlight the most important ones. We'll discuss any others at the meeting on November 25.

First, while we know it's early, we want to give everyone a heads up. The Elections. Ideally we'd like to have a committee of one or two (or more) members who would be willing to approach people who might be interested in serving. We will be voting at the May meeting. The new Board will take over July 1.

Since Memorial Day is our regular meeting date, we aren't setting that date yet, in case we have to move it. But again, whenever the May meeting is held will be the actual voting for your new Officers. The reason for the early heads up is to give everyone plenty of time to think about who you want to lead the club. Whether it's you personally or you know of someone in the club who wants to take a position, please keep the options in mind.

Plans for our Holiday party are moving along. Peter is leading the charge on this one and it's a lot of work. Date is Saturday, Dec. 14, 2:00-5:00pm at Johnny Carino's in Albany. Be sure to check out Peter's article in this newsletter for more information.

2025 is going to bring a special event to CHAC. It will be the 60th anniversary of the founding of the Corvallis Historic Auto Club. We would like to plan an event. Any input would be greatly appreciated. Do we want to do it at the car show in June? Cars & Coffee in April? What sort of celebration do you envision?

Another fun project is coming up. In going through the bins of CHAC memorabilia from years of CHAC, we have come across dozens of pictures. Some faces we recognize (from 20, 30, 40 years ago!) Some we don't. We would like someone with a fairly long association with CHAC to take on organizing these pictures. Passing them around to try to identify the unknowns? Putting them in a scrapbook for safe keeping? Perhaps a committee? Talk to a Board member if you are willing to help make memories.

Hope everyone has/had a happy Thanksgiving!

Janeen Rudd

CHAC's 2024 Holiday Celebration

Club Holidays to be Celebrated at Albany's
Johnny Carino's on Saturday, December 14

By Pete Rocco

I was charged to arrange for our club's holiday dinner. I wanted to (1) make it better than last year and (2) keep it affordable to the club. With your help of signing up at the October meeting or by sending in your E-mail reply, we have reached our comfortable table-room limit of just under fifty club members.

We will dine "Italian Style" this year instead of the buffet we had last time. You should arrive at Carino's in Albany at Two PM with an empty stomach. We are having an early dinner and festivities will conclude before dark.

At around 2:30 PM. Salads anyone?

Next....There will be a passing around of the platters of food. The waiters will bring us platters of hot food to pass around. No standing in line for dinner. Soft drinks, ice tea, etc.....

Here are the choices selected by your responses, from the menu. We plan to order seventeen platters of Lasagna – it was a big hit last year, and one each of the other platters (Family Platters serve 2-3 people).

Here are those additional choices for those rumbling stomachs:

- **FETTUCCINE ALFREDO**

Green chili jalapeño Alfredo sauce (Spicy)

- **JOHNNY'S FRESH BAKED LASAGNA**

Layers of pasta, Italian sausage, beef, meat sauce, ricotta, Mozzarella and Parmesan.

- **LEMON ROSEMARY CHICKEN**

Grilled chicken breast with spaghetti, spinach, Roma tomatoes and Parmesan. Served with fresh vegetables.

- **RIGATONI PASTA WITH TOMATO SAUCE**

And then.... Some Dessert.....

Once we are finished with the meal, our entertainment will be the gift exchange.

The logo for Johnny Carino's features the name "Johnny" in a cursive script above "Carino's" in a bold, black, serif font with a white outline.

1825 14th Ave SE, Albany

This Month In Automotive History

By Andy Noble

1861 - William D. Packard is Born

in Warren, Ohio, on November 3rd. Packard produced his first car in 1899 with his brother, George Weiss. Their Packard Motor Car Company was formed in 1900 in Ohio, and moved to Detroit, Michigan in 1903. Packard was inducted into the Automotive Hall of Fame in 1999.



Louis Chevrolet in the first Chevrolet built, in 1911.
Detroit public library.

1940 - The Tacoma Narrows Bridge

in Washington State collapses on November 7th. The suspension bridge had opened to vehicle traffic in July. The bridge's long, narrow and lightweight design allowed it to be easily moved by wind. Efforts during construction to dampen the effect proved to be insufficient, and the main span collapsed after twisting back and forth in 40MPH winds.



2014 - The National Highway

Traffic Safety Administration orders Takata to initiate a nationwide airbag recall on November 18th. As more problems with the airbags were discovered, the recall's scope grew. As of September 2024, over 100 million airbag inflators had been recalled, and have been cited in 35 deaths worldwide.



1911 - The Chevrolet Motor Car

Company is founded in Detroit, Michigan on November 3rd by Louis and Arthur Chevrolet, and William Durant. Chevrolet, which later became a part of General Motors, has created many iconic cars, including the Corvette, Bel Air, Impala, Nova, Corvair and Camaro.



1980 - Steve McQueen Dies On

November 7th in Ciudad Juárez, Mexico at age 50. McQueen was once the world's highest-paid actor, famous for such movies as The Magnificent Seven, The Great Escape, The Sand Pebbles, Lemans and Bullitt. In addition to acting, McQueen was an avid motorcycle and race car enthusiast, often performing his own stunts in his movies.





Electrifying

Dave Snell Goes For a Ride.

Story and Photos by Dave Snell

This past summer I had the opportunity to visit with CHAC member Scott Osborn and take a test drive in his new Hyundai Ioniq (eye-on-eek) all electric battery powered car.

The first thing that surprised me was how the car felt so roomy and had so many convenience options. With Scott's wife and children in the back seat, we cruised around town. The second thing was how quick the car accelerates. The electric motor produces a boatload of torque, putting you back in your seat. For sure, this family cruiser is quicker than both of my '70s muscle cars and provides a much smoother, quieter ride.

As we drove around, Scott tried to explain all the functions available on the display screen, which pretty much scrambled this old brain. Scott uses the Ioniq in his business, Integrity





Floors, to move about town doing estimates and visiting job sites. Following our test drive, Scott gave me more details about owning an EV.

Electrical vehicles are classified in two types; totally battery operated (EV) and gas/electric hybrid plug-in (PHEV). The charging systems for each vary.

There are three basic charging systems. Level 1 chargers use 120 volts AC converted to DC. This charger takes 40 to 50 hours to fully charge an EV, and 5 to 6 hours for a PHEV. A level 2 charger has 240 volts AC converted to DC that takes 4 to 10 hours to charge an EV, and 1-2 hours for a PHEV. The level 3 chargers use direct current for faster charging, like those used at charging stations. An EV can get an 80% charge in about 20 minutes at these charging stations, but they are not available for PHEV's.

To get an idea of the cost of charging, we look at the electricity rate. In our Pacific Power area the rates for power are 28 cents per kilowatt hour (Kwh) from 5PM to 9PM (peak hours) and 10 cents per Kwh the rest of the day (off peak hours). A kilowatt hour is 1,000 watts used over an hour.

Scott charges his Ioniq during off peak hours at the ten cent rate. With his charger using 240 volts on a 50 amp circuit, it takes nine hours and uses 77.4 Kwh, costing \$7.74. That charge is good for about 300 miles. A gas vehicle that gets 25 MPG

would cost around \$42.00 for 300 miles, at \$3.50 per gallon.

What about out of town trips? Let's say you drive to Everett, Washington (about 300 miles). Leaving town, the cost to charge the EV is \$7.74, compared to filling the gas car at \$42.00. Returning home, the fast charging station cost is \$35 (DC fast charging stations cost around 45 cents per Kwh) compared to filling up with gas at \$42.00. Total trip cost EV is about \$46, vs \$84 for the gas vehicle. It's pretty hard

to argue against EV's based on energy costs and air quality.

Changes and new trends in the automotive world can sometimes be hard for us old gearheads. But there is no denying where the future of this industry is going and it's electrifying (no pun intended). Already, at least two club members are building, or have already modified, old gas cars into electric. I certainly can see this trend continuing to become more prominent in our hobby. I wonder what it will be like years from now when they start restoring the new electric cars we have today? I doubt they'll be putting gas engines in them. 🏠





Learning to Drive

Story by D.J. Freeman. Illustration by Andy Noble

I told you about my first car, a \$5.00 '49 Ford Four Door when I was 14 years old. At that time we had a 360 acre farm just west of Eugene Oregon.

After the hay was cut, bailed and in the barn, we had several open fields. We had a stock '46 flathead Ford pickup. I didn't have a license to drive on the road, but there were those fallow fields that provided lots of room to drive. I took over one of the wide and long fields for my personal race track. I carved out a large oval track and won every fantasy race I ran.

I learned to slide the rear wheels out in the turns and watch the dust fly. No matter how much I tore up the field, it had to be plowed and disced and planted before fall.

One thing that gave me fits for a while was that the road from the field to the house was a slight up hill and had some whoopy doos. Every time I hit one of the bumps and the front of the truck would rise, it would cause me to

press the gas. I would raise my foot as quick as I could and the truck would dive into the down-side of the bump. That road almost shook me and the truck to death until I to learn to keep the gas steady going over the bumps.

I didn't have any money for gas, but I needed to keep my race car going. SO, I siphoned gas out of everything that had a gas tank. I siphoned the rototiller, the lawn mower, and every small engine on the farm. The big score was the Minneapolis Moline tractor. That old tractor had a large gas tank. I got to drive that tractor to wind row the hay in the field. It had an offset engine, a hand lever clutch and a square shaft on the PTO.

Years later, the family was sitting around telling stories about the farm and I told of my days as a race driver. My step-father said, "That explains why every time I tried to start something it was out of gas." Now it dawns on me, I should have been siphoning the family car and he would have just thought he was getting bad gas mileage. Hindsight. 🏠

Classifieds - For Sale By Owner

Sue Probus has this 1968 Ford LTD for sale: \$16,000

- 390 V8, C6 transmission, both completely rebuilt. Fewer than 3,000 miles on rebuild. 143K on odometer.
- Rebuilt suspension and new exhaust.
- Power steering and AM radio.
- Family-owned since new, purchased in Albany from Nissen Ford, which also repainted the car in 1975.
- Garaged since new, collision-free.
- Phone or text: (541) 248-7392



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>



Classifieds - For Sale By Owner

Bill Ayres has tires for sale.

Price negotiable.

- Set of 5 Coker 6.00 x 16
- Wide whitewalls
- Heavy-duty tubes
- Low miles
- Purchased in 2012
- Contact Bill:
(541) 752-2398



The 1929 Hupmobile Model M Sedan

By Andy Noble

The Hupp Motor Car Company was founded in Detroit, Michigan in 1909, producing 500 vehicles in its first year.

Hupp Motors' first car was the Model 20, which sold for \$900. In 1911, the company became one of two automakers in the world to begin making all-steel bodies (the other being BSA, of the UK) for its Model 32.

By 1928, Hupp Motors' sales exceeded 65,000. The company bought the Chandler-Cleveland Motors Corporation's manufacturing plant in order to keep up with demand.

That sales level, however, could not be sustained. Like many mid-tier automakers of the time, Hupp had gone after a more lucrative market when it introduced its larger, more expensive line in 1925, abandoning its existing clientele in the process. Low volumes across multiple models kept per-unit costs high, while sales dropped.

Hupp tried introducing new models, entering into a joint venture and, finally, producing the Skylark in 1939. Sales continued to fall, and the company ceased production after making 319 Skylarks.



TAILLEUR BY LANVIN

BY COB

THE CAR THAT WON A POPULAR LANDSLIDE!

Twenty years ago, a group of engineers decided to build a different kind of motor car. It was to be easy-driving, easy-riding, trouble-proof and wear-proof. Its name was to be HUPMOBILE.

For twenty years this car has prospered; always abreast of the field in engineering practice.

And then, a few years ago, the makers of HUPMOBILE put into practice an idea that has proved the most important single factor in HUPMOBILE'S amazing success. They made it smart.

They created the new HUPMOBILE Century cars. Always the most efficient car, they made HUPMOBILE the smartest car.

You can put this down in your book of certainties. When a long established business suddenly surges ahead 60% in sales, luck and accidents play no parts. For, in America, such a reward is paid only to a new and better job.

HUPMOBILE'S new program of expansion has reduced all prices. See your dealer.

THE NEW HUPMOBILE CENTURY SIX & EIGHT

Hearst's International-Cosmopolitan for July 1929

CHAC Officers

President:
Janeen Rudd

Past President:
Pete Rocco

Treasurer:
Sebastian Heiduschke

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The Corvallis Historic Auto Club, a nonprofit organization, was incorporated on November 22, 1965 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.

Friday, November 22

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

Sunday, November 24

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

Monday, November 25

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

Friday - Saturday, January 17, 18

Albany Winter Rod and Speed Show,
Friday 6PM-9PM, Saturday 9AM-6PM
Admission \$10, 8-and-under free
Linn Co. Expo Center, 3700 NE Knox Butte Rd, Albany
capitoldragster.com

Saturday, February 8

Mild to Wild Motorsports Swap Meet, 8AM-3PM
Admission \$8, under 12 free. Booth \$45, car spaces \$55
Oregon State Fairgrounds, 2330 17th Street NE, Salem
Info: Steve Moore, 541-990-8087 or 503-394-3070

Saturday - Sunday, March 1, 2

Salem Roadster Show
Saturday 9AM-6PM, Sunday 9AM-5PM
Admission \$15, 15-and-under free
Oregon State Fairgrounds, 2330 17th Street NE, Salem
salemroadstershow.com

On The Cover: 1948 Dodge Custom

Dodge introduced the Custom in 1946, and continued production through the 1949 model year. A more basic trim package was called the DeLuxe. The car was available as a 4-door, 2-door coupe and 2-door convertible. The 4-door model was equipped with suicide rear doors. Engine options were a 218 or 230ci inline six cylinder.

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.