

The Radiator

Official Publication of the Corvallis Historic Auto Club

June 2026



*Corvallis
Historic
Auto Club*

1965 -



Gary Peterson
Club President

President's Message

This month marks my last message as CHAC President. I have enjoyed my time serving on the Board this past year. Though I am stepping down from the position, I look forward to continuing to be a member and enjoying all that our club has to offer.

However, as has happened from time to time, today we find ourselves without any candidates for the board positions of President or Secretary. As I have noted in my recent Radiator messages and during membership meetings, the club must have all positions filled in order to exist. This past year without a permanent Secretary has been an anomaly, one that has been challenging for the board to navigate. Running the club without a President, though, would simply not be possible.

Club members will have the opportunity at the upcoming June 22 membership meeting to make the necessary course corrections. Our Club Bylaws are clear about what to do if we are unable to resolve this fundamental issue, but it would truly be tragic to see such a wonderful, longstanding club close.

In my professional life I have learned that the best-performing organizations have certain things going for them, particularly member service and leadership in action. I think that these qualities are particularly relevant as the CHAC looks to the coming months and beyond.

Member service describes the relationships and connections between the members of the group. The CHAC has many strong, long-term relationships among members.

We take very good care of our fellow Club members, both in terms of the people but also in terms of the cars we own. We love to share stories about the shows we have visited, what we saw and what we learned.

We share how our vehicles are running and we relate with each other about the challenges of running out gas, having a flat tire, needing to charge the battery, etc. It is this sense of camaraderie between and among members that is the "attraction and the glue" that hold the Club together.

Leadership in action is a timely idea as we look to the future. While leadership in general comes from the board as a whole, the

board must have a President. The CHAC has had very good leaders over time to have survived 61 years. Those leaders have come forward with different backgrounds and leadership styles, yet were able to keep the focus of the Club on its members and what they wanted and needed from the Club.

Our various events would not happen without the leadership and organizational abilities of those in charge. We have many very good potential leaders within the CHAC today, and the club will continue to thrive if each of them served, even if only for one term, in the years ahead.

If you have been in the club for even a few years, you've seen that finding someone to serve on the board as President or Secretary has been challenging, but if you ask those who have served, you'll find that most enjoyed the experience, and were supported by their fellow members in their respective roles. Without effective leadership, the interests and needs of the members may not be met as we are accustomed to, and the opportunity to hold and participate in our many activities is at risk: Our swap meet, Cars and Coffee, our car show, pizza feed, steak fry, Christmas party, and more.

It is ironic that the club today is so vital and yet still seeking someone to be President. Many club members have been the ones to articulate the vision for "what comes next" for the Club. The CHAC has focused on future strategy in several ways.

Updating our Constitution to include "all" cars, for example, grew our membership by nearly 30 percent. We are continually having conversations about the future of the Swap Meet and how to promote the newly-revitalized Car Show.

We also explore ways to expand the interest of others, particularly younger generations, in cars. The demographic of folks who attend our Cars and Coffee events is a good indicator of our success in this regard. Now may be one of the best times in club history to serve on the board and continue our success.

Attention to the traits described above have served the CHAC well in the past. However, in order to be effective and fully functioning, the Club requires a complete five-person Board of Directors. That is not currently in place for 2026-27. The members of such a board work collaboratively with each other in a free exchange of ideas about what is important to the Club and its members. They cooperate with, and support, each other to ensure that everything runs smoothly and in an organized fashion.

It is this team approach that brings out the best in the Club for the benefit of its members. I have been privileged to have been a part of such a team in the past year, and I think that we have done well in meeting the needs and interests of our members.

In light of all of the above, what does come next for the CHAC? What happens if there is no President to provide leadership and no Secretary?

Our Club constitution requires us to have those two positions, as well as a Treasurer, past President and Member at Large. Our business registration with the State of Oregon requires us to have a President, Secretary and Treasurer (Oregon Revised Statutes 65.371 (1)). Without those positions being filled, we are in violation of our own rules as well as the laws of the State.

The current Board of Directors discussed this situation at their June 10 meeting. It was the

consensus of the Board that, in the event that a President and Secretary are not duly elected by the membership for the 2026-27 membership year, the club will hold our Car Show on June 20 and a membership meeting on June 22. We will also have our Cars and Coffee event on July 4. With the conclusion of the July 4 Cars and Coffee event, **the club will then be dissolved.**

- All scheduled Club events scheduled after the July 4 Cars and Coffee will be canceled. These include all Club membership meetings beginning with cancellation of the July meeting, the Cars and Coffee events scheduled for August, September and October; the annual picnic and steak fry, and the Christmas/Holiday party.
- Requests for our participation in various community activities such as our displays around town or the Corvallis Holiday parade will go unanswered.
- The remaining members of the current Board of Directors will begin the process of **Dissolution of the Club** and its assets in accordance with ARTICLE VII of the CHAC Constitution:

"In the event of dissolution of this Club, funds remaining in the treasury shall be applied to any obligations of the Club. Any assets remaining after such payment of obligations shall be donated to groups or organizations as decided by remaining members."

The current Board of Directors has not come to this consensus lightly. The members of the Board – Dave Snell as Treasurer, Janeen Rudd as Past President, Andy Noble as Member at Large and Peter Rocco as Board Secretary Pro tem – gave

careful thought and consideration to several options over the past several months. Ultimately, however, without a Club President and Secretary for 2026-27, it just didn't make sense to try to move forward with normal Club programs and activities.

I have very much enjoyed working with the members of the Board this past year. They have brought remarkable dedication, skill and insight into their respective roles and have provided the structure necessary for the success of the Club. They have done an excellent job and deserve recognition and appreciation for their roles as officers of the Corvallis Historic Auto Club.

Respectfully,

Gary Peterson

This Month In Automotive History

By Andy Noble

1925 - Chrysler Corporation is

founded by Walter Chrysler in Auburn Hills, Michigan on June 6th. It was formed from what remained of the Maxwell Motor Company. Plymouth and DeSoto brands were added in 1928. Chrysler later expanded into Europe in the 1960s. The company filed for bankruptcy in 2009 and, after multiple owners, is now a subsidiary of the Stellantis Group.



1962 - The Beach Boys Release

the song "409" on June 4th. The song, about a Chevy Impala with a 409ci engine, is credited with starting the hot rod music craze in the 1960s. The song reached number 76 on the Billboard Hot 100.



1996 - Ford Builds the Final

original Bronco on June 12th. Five generations were sold starting in 1966. That year, it competed with the International Scout and Jeep CJ-5. The final version could be ordered with a 351ci V8.



1955 - The 24 Hours of Le Mans

is the scene of a disastrous crash on June 11th. Aggressive braking by driver Mike Hawthorn led to a mid-race collision that killed over 80 spectators. It remains the highest-fatality crash in racing history. Subsequent changes to track safety came slowly until driver Jackie Stewart campaigned for more significant improvements in the mid-'60s.



1981 - 20th Century Fox Releases

the movie "The Cannonball Run" on June 19th. With an all-star ensemble cast, the movie was based on a 1979 cross-country outlaw road race. It bombed with the critics but was a box office success, earning the fourth-highest opening weekend gross up to that time.



An unfair comparison between

We asked a professional photographer to take a picture of both cars under identical conditions.

Thereby putting the Mustang at a disadvantage.

Our Javelin is equipped with massive contour bumpers.

Unfair to Mustang, because thin blade bumpers don't photograph as well.

Our Javelin is endowed with yards of costly glass. Side windows are all one piece, without vents to break up the line.

Unfair, because Mustang isn't nearly so generous.

Our Javelin has a richer, more polished look. Roof joints are hand-finished.

Unfair, because it is cheaper to make roof joints by machine.

Our Javelin has a bigger displacement and more horsepower in its standard 6-cylinder engine, bigger displacement in its standard V-8.

Unfair.

Our Javelin has more leg room, more

the Mustang and the Javelin.

head room, the backseat is a good 5 inches wider.

Unfair.

Our Javelin has a bigger gas tank, a roomier trunk, a more powerful battery.

Unfair.

Our Javelin comes with a sophisticated (flow-through) ventilation system, wheel discs, reclining bucket seats and a woodgrain steering wheel.

And, unfairer of all, our Javelin lists for no more than the Mustang.

The preceding comparison was made between a 1968 Javelin SST and a 1967 Mustang Hardtop, only because this year's model was not available from the manufacturer in time for this printing.

We really tried to get one.

American Motors

Ambassador • Rebel • American • and the new Javelin



The 1967 Mustang



The 1968 Javelin SST

AMC Chases the Big Three

Story by Dave Snell

In the late 1960s, American Motors' management decided that their image as an economy car manufacturer was becoming a disadvantage. The "big three" were changing the design of their cars on a yearly basis and they were introducing new performance models to attract the booming youth market.

AMC entered a "me too" phase by developing their version of performance cars: the Javelin, AMX, Scrambler and Rebel. The Javelin was AMC's attempt to compete with Mustangs, Camaros and Cudas. The Rebel was designed to compete with performance models of Chevelles, Torinos and Road Runners. The AMX's and Scramblers were unique in that the "big three" did not have an equal.



1969 AMC Hurst Scrambler



laneclassiccars.com



Concept clay model of the AMX/2

The automotive media gave good marks to these AMC performance models but they never sold in big numbers, probably because the market was already saturated and AMC's reputation was not aligned with performance autos.

Dick Teague was the chief design engineer of AMC in the mid to late sixties, responsible for the design of AMC performance models. As it became apparent that the AMC muscle cars would not be selling in big numbers, he began to think about a future performance car design that might leap frog the big three.

He began to design a mid-engine car similar to the Ford GT40 that won the top three positions in the Twenty Four Hours of LeMans in 1966. Ford had contracted with Italian car builder DeTomaso to develop a mid-engine car similar to the GT40 in the late sixties that would become known as

the Pantera, but no other manufacturer was following suit.

So, to get a jump on the market, Teague contracted with Italian auto maker Diomante in 1969 to build prototypes. But cash-strapped AMC did not have the financial liquidity to continue the program and it was discontinued by 1972.

The cars were badged as AMX/2 and AMX/3. There were a total of eleven prototypes built before AMC pulled the plug and discontinued the program.

Today, these eleven rare cars are in the hands of fortunate collectors in Europe and the US and are rarely seen. The last one to exchange owners years ago was well into seven figures. You can see the AMX/3 was one of the forerunners of today's contemporary styling of cars like Ferrari, Lamborghini and others. 🏠

AMX/3 prototype



Ads run for two months with photos, then four months with text only or until canceled, whichever comes first.

For Sale By Owner

1956 Nash Metropolitan for Sale (Dan Croft):

- \$14,500
- Beautifully restored inside and out
- Starts and runs great; it's a lot of fun to drive
- 1.5L Series A engine with 3-speed transmission
- New tires, shocks, battery, and u-joints
- Recent mechanical inspection report available
- email: dancroft@comcast.net



Wanted

I am looking for a driver's vent window (glass and the mounting hardware) for a 1950-51 Ford 2dr or 4dr sedan. 1949 has a small difference but may also work.
Call Roger Marier, 541-926-6195.



The 1974 Chevy Vega

By Andy Noble

Chevrolet introduced the Vega for the 1971 model year. The car was developed over two years, beginning in 1968.

The Vega had a very promising start. It was designed and built with new processes, including having 80 percent of its body welds done through an automated process, vs. 18 percent for an average car of the time, and a six-stage rust-proofing process. It was named Motor Trend Car of the Year for 1971. Behind the scenes, though, things went badly.

GM's chairman, Jim Roche, insisted on using an expensive aluminum engine instead of the low-cost iron block that Chevy had developed. The car ended up being overweight and underpowered.

The Vega was built at GM's Lordstown plant, which had been outfitted with a computerized quality control system to match the quality of imports, but a lengthy work stoppage crippled production and quality control for the 1971 model year.

Various quality issues forced GM to recall half a million Vegas in 1972. The myriad problems were eventually ironed out, and the car eventually sold well, with two million Vegas sold by its final model year of 1977.

However, the car's image was so tarnished that Car and Driver named it one of the ten most embarrassing award-winning cars.

ECONOMY. PLUS LIBERAL FRINGE BENEFITS.



Good gas mileage is still the thing you want most in a little car, of course. But we know you'd like more. Like sporty looks and colors and models to choose from. Bucket seats that fit you comfortably. Nice soft carpeting. A floor-mounted shift control and an instrument panel with dials and



gauges instead of flashing lights. Really good handling. An engine with a little bit of varroom going for it. A rear seat that folds down and a rear door that opens up, so you can use your little car almost like a station wagon. The Vega GT. An economy car-and-a-half.



This year's version of last year's Motor Trend Economy Car of the Year, Car & Driver Readers' Choice, Best Economy Sedan, '71, '72, '73. Motor Service & Service Station Management mechanic survey, Easiest Subcompact to Service, '72. Motor Trend, Car of the Year, '71. **CHEVROLET MAKES SENSE FOR AMERICA.**

VEGA
Chevrolet

CHAC Officers

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Gary Peterson

Past President:

Janeen Rudd

Treasurer:

Dave Snell

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TBD

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Andy Noble

Sunshine Committee:

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Andy Noble

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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. **Now, all cars are welcomed.**

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Corvallis Historic Auto Club

Event Calendar

Below is a partial list of upcoming events. See an updated list on our website calendar: corvallishistoricautoclub.org, and check out the list at Salem Auto Club Council: <https://salemautoclubcouncil.org/>

Saturday, June 20

Corvallis Cruise-in Car Show, 9:00AM-2:00PM
Free admission and parking, \$20 per show vehicle
Adair County Park
7295 NE Arnold Avenue, Corvallis
Questions: 503-784-2047

Monday, June 22

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

Saturday, July 4

C.H.A.C. Cars & Coffee, 8:00-10:00AM
First Saturday of the month, May through October
Shepherd of The Valley Lutheran Church
2650 NW Highland Dr, Corvallis

Saturday, July 4

Oregon State Penitentiary Car and Bike Show
Registration ends after June 29th
Oregon State Penitentiary
2605 State Street, Salem
Questions: Robby, 503-378-2289, or
Email Jaime.A.Rodriguez@doc.oregon.gov

Saturday, July 18

Kings Circle Cars & Coffee, 8:00AM-10:00PM
Third Saturday of the month, May through September
Kings Circle Church
2110 NW Circle Blvd, Corvallis

On The Cover: Existential Question

The Corvallis Historic Auto Club reaches decision time. The members must decide whether they will be able to elect a new President and Secretary in order to continue operating, or bring their storied sixty years to a close.

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.