

The Radiator

April 2025

Official Publication of the Corvallis Historic Auto Club





Janeen Rudd
Club President

President's Message

Good morning, One & All. I first want to apologize for being so out of touch this past few weeks. Family issues have kept me on the run. So I report to you second hand, since I missed the Board meeting on April 10.

Most importantly, no one has stepped up to run as President, Treasurer or Secretary. **Without a Board we can't have an active, thriving club.** Consequently it has become necessary to consider the idea of scaling back our meetings and activities.

It has been proposed that we hold membership meetings every three months beginning with the June 23 meeting. And the really hard part of this is that there may not be a pizza feed, Christmas party, Summer picnic, etc. We can't do it if we don't have leadership and funds.

I love this club and I've enjoyed being your president but I simply have to step back. If asked, I will continue as Past President if we can form a leadership committee of some sort. We will be discussing this further at our April 28 meeting.

And on to bigger and better things ... Rich reports that the Swap Meet is on track. Sign up sheets have gone around at meetings but if

you haven't signed up and are willing to do a two-hour stint at some position, please contact Rich Brookes and get your name on the list. In addition, Chris will be sending out an email blast with sign up sheets so you can see what positions need filling. We always need help, even if you can just be a floater.

And as a reminder, we do ask, as a condition of membership, that each member volunteer for either the swap meet or the car show. That participation is what keeps our membership fees below average and helps fund our activities.

We have been asked by both Regency Park Place and Stoneybrook Lodge to hold a car show at their facilities. Our April 28 meeting will be busy with a debriefing of the Swap and C&C events, but we will be discussing those two opportunities as well.

Spring was lovely while it lasted ... let's hope it returns soon! Best wishes to all!

Janeen

This Month In Automotive History

By Andy Noble

1875 - Walter Chrysler is Born

in Wamego, Kansas on April 2nd. Chrysler, who first worked for many years as a railroad mechanic, got into the auto industry in 1911 to manage production at Buick. He formed Chrysler Corp. in 1925, and bought Dodge Brothers Co., absorbing it under the name Dodge. Chrysler was inducted into the Automotive Hall of Fame in 1967.



1932 - Advance Auto Parts is

founded by Arthur Taubman in Roanoke, Virginia on April 29th. Taubman purchased two struggling Pep Boys locations to create Advance. The company, which is now headquartered in Raleigh, North Carolina, went public in 2001, and has over 4,500 Advance store locations.



1988 - The Song "Fast Car" by

Tracy Chapman is released on her self-titled album on April 5th. The song reached number 6 on the Billboard Hot 100, with the album reaching number 1 on the US Billboard 200, certified six-times platinum.



1965 - Arnie "The Farmer" Beswick

becomes the first NHRA Funny Car driver to run a ¼ mile in under 10 seconds, posting a 9.97 at York, Pennsylvania on April 17th. Beswick, who was most well-known for running in the Super Stock, A/FX and Funny Car categories, was a loyal Pontiac fan.



2006 - The Honda Fit Goes on

sale in the United States on April 1st. The Fit, which has been in continuous production since the 2001 model year, is sold as the Jazz in some parts of the world. The car is manufactured in 10 factories in eight countries. As of 2022, over 4.5 million Fits had been sold.



January Car Show

Dave Snell Takes in the Albany Rod and Speed Show

Story and Photos by Dave Snell

About eighty classic, muscle and collector vehicles pulled into the Linn County Expo Friday morning for the two day Rod and Speed show. The indoor, heated event always seems to draw a lot of gearheads anxious to get back in the car show mode after the cold, wet Fall months.

This show presents a big variety of entries including pickups, rat rods, dragsters and of course collector cars. This year there was even a semi truck adorned in OSU colors and logos.





Another attraction was cars under restoration. This is a fascinating way to see projects under construction with insight into the process while the build is in the skeletal stage.

The nice feature of this show is that the owners of the vehicles sit around their cars during show hours and are available to visit with the spectators to answer questions about their rides. 🏠





Never Say Never

Martin Harding Tells the Tale of His 40 Year Pursuit of a 1936 Ford Coupe

Story and Photos by Martin Harding

Our 1936 Ford Coupe is a lesson in patience and persistence. The story really begins one day in 1976 when my uncle called my dad, to come see a neighbor's old Fords. I was invited along and the excitement in my uncle & my dad had me wondering what was instore.

The neighbor's old Fords were a 1935 Fordor with Ford script whitewall tires and the other one was a 1936 5 window coupe. Both were black and both were very straight and original, something not seen every day.

Yes, we all wanted to buy them and no, they were not for sale. Both cars had been owned by the neighbor for many years and were driven, but not in recent years. My uncle only lived a few doors from the owner so he kept in touch over the years. But this sale was not to be and life went on.

About two years later, I arrived home from work before my wife did and grabbed the daily newspaper and the mail. I was still in college and beginning a family so life was busy. I opened the newspaper to the classified ads and the very first thing my eyes landed on was an ad for a 1936 Ford coupe! I called the guy and he was about to leave for a bowling night. It was a 15-minute drive to his house but I told him I'd be there in 10 minutes and I was. I only had \$20 but he took it to hold the car for me, telling me he had several calls after mine. I got home again, called my wife & told her the story and to take a check for the balance to lane # 6 at the local bowling alley. I hung up and headed to a night class that lasted until 10 p.m.

The car I bought was not quite the caliber of the black one mentioned earlier. This one had been



completely disassembled and had been used as a playhouse for two kids and also used as a garbage storage container in the garage. It was certainly a voyage of discovery when I retrieved it, piece by piece. It was a complete car but factually there was “some assembly required”. We moved to a different house a few months after this so the whole mess was loaded up yet again and we ended up living about one mile from the previous owner.

car home and worked for a month to get the engine freed up and eventually started. When he finally got it road worthy, he drove the car over for a visit.

It was black, and polished beautifully, was smooth running, still had the original upholstery and it was the car that could not be bought in 1976! Robert had bought it at a garage sale but now again, it could not be bought! But I tried.

The poor car sat in my garage after being chemically stripped of paint & rust. There was never much time or money available when life and a family happen.

Fast forward to 1988 and my high school aged son is dating the granddaughter of the man that owned that black 1936 Coupe! Her grandfather still owned both cars and no, they were not for sale. I moved on and so did my son, eventually.

2016 was an interesting year. My friend, Robert Weber was at a garage sale a few doors from his house and saw a 1936 Ford in the back of the garage, kind of secluded. “Is that car for sale?”, he asked. It wasn’t, but it became for sale as he talked. He ended up towing the



Then there was this 1930 Pierce Arrow sedan that Robert saw, and things changed. If you own a 1930 Pierce, you know it takes up the room of two normal old Fords, so the 1936 coupe at Robert's was in trouble. Again, several people wanted this 1936 coupe. But I had pestered Robert so much, telling him the long sad story, that he called me first when he decided to sell it and then buy the 1930 Pierce. Did I mention my wife had the checkbook when we went to look at the car? He knew he had both of us hooked before he called.

Looking back, I think fate was toying with me. About a year before this '36 came to our garage, I had bought four car dollies from Robert at a swap

The rest of the story, 4 July 2021(not published): I wrote this story about our 1936 coupe and tried to hunt down all the history I could find. George Cunningham, the owner when I first saw it 1976, and both of his sons and his wife had all died before I bought the car. Only two granddaughters were available for possible information or photos. After contacting both, over a period of months, and getting completely shut out, I finally submitted this story. My earliest information on the car is a 1969 Oregon registration in George Cunningham's name.

Linda & I were shocked to see our car on the cover of the March-April edition of the V-8 Times when it arrived. This was over six months after

I had originally submitted it. The Editor had asked for more photos but the only ones I had came from Robert Weber who sold us the car and my own photos after we bought it. I didn't expect it to be published, lacking the requested additional photos.

Then, when the shock of seeing our car in the V-8

meet. They each had a tire print in the accumulated dust from that car. I didn't really notice or care at the time, I just wanted the dollies for a project.

40 years sure did go by fast but we now own the car that could not be bought. I have told my son I probably would have owned this car sooner if it was not for him getting distracted and chasing another girl in high school.

Patience and persistence paid off for me.

Times had settled down a bit, the May-June issue arrived. Our car wasn't on the cover but they had rerun our story again! It had to be a slow news day.

But the final (?) surprise was finding a small box on our porch when we returned home about 1 July. Inside were three copies of the issue with our car on the cover. In the bottom of the box was a plaque with that magazine cover attached. 📷



For Sale By Owner

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

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.
- Garaged since new, collision-free.
- Phone or text: (541) 248-7392

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



2025 Swap Meet

Heather Brooks is in charge of the Arena Kitchen for this year's swap meet. She would appreciate it if club members brought baked goods (pies, cakes, cookies, etc.) to the arena kitchen on Saturday, April 26th during swap meet set-up hours (9am-noon), and Sunday the 27th, starting at 7:00am.

The only restriction is to avoid desserts that include partially-cooked egg (such as a pecan pie).

Questions? Contact Heather at:
hm2mb@hotmail.com, or 541-740-3125.



The 1927 Imperial

By Andy Noble

Chrysler introduced the Imperial in 1926 in order to compete with the likes of Cadillac, Lincoln and Duesenberg. The first generation was sold through the 1930 model year.

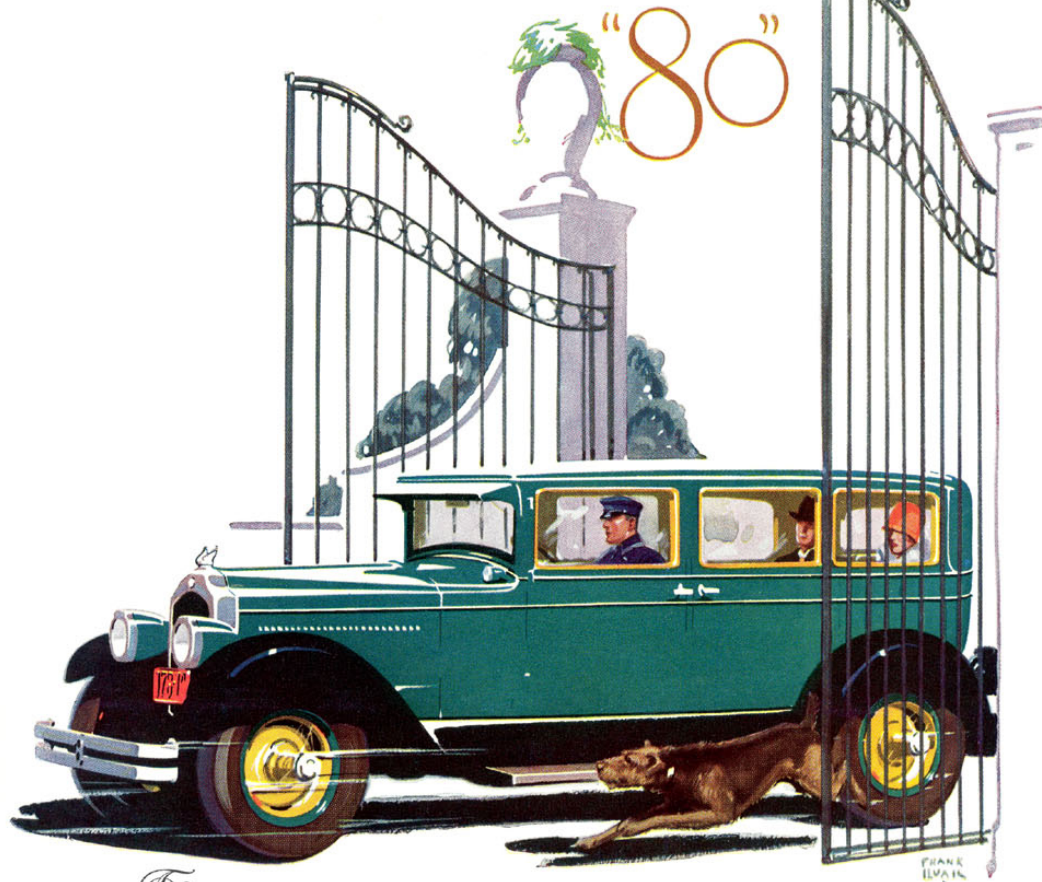
The car was known for power and durability, as well as for luxury, going 0-60 in 20 seconds. The 1926 model set a transcontinental speed record, being driven over 6500 miles in a week. It was also chosen as the 1926 Indianapolis 500 pace car.

The Imperial was offered as everything from a two-seat roadster (four if equipped with a rumble seat), to a coupe, sedan, phaeton and a seven-passenger limousine. Engine choices were a 289ci or 309ci inline-six.

Over the brand's lifetime, the Imperial was known for several firsts: first car to be designed in a wind tunnel, first production disc brakes, first production power steering, and the world's first all-transistor car radio, the 914HR, which cost \$150 in 1956 (\$1,760 in 2025).

Imperial production ceased in 1975, then was revived for the 1981-83 and 1990-93 model years. An Imperial concept-car was presented at the 2006 International Auto Show, but did not reach production.

CHRYSLER IMPERIAL



THE Chrysler Imperial "80"—supreme expression of Chrysler Standardized Quality—was designed and built for that market which sets no limit on price. 80 miles and more an hour, 92 horse power with a responsiveness signifying perfect mastery of both; an ease of luxurious riding that makes motoring comfort take on a new meaning—the genius of Chrysler engineers has combined these results to make a car as fine as money can build.

Ten body styles, priced from \$2495 to \$3095, f. o. b. Detroit, subject to current Federal excise tax.



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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.

Saturday, April 26

Oregon Veterans' Home Spring Fling, 10:00AM-2:00PM
600 N 5th St., Lebanon
541-409-6569 or bess.nichols@ovhlebanon.org

Sunday, April 27

Corvallis Annual Swap Meet & Cars and Coffee Warm-up, 7:00AM-3:00PM
Swap meet admission \$5
Benton County Fairgrounds, 110 SW 53rd St, Corvallis
<https://corvallishistoricautoclub.org>

Monday, April 28

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

Saturday & Sunday, April 26, 27

Medford Rod & Custom Show
\$13 Kids, Seniors & Military, \$15 Adults
Rogue X Event Center, Medford
<https://bettercarshows.com/medford-rod-and-custom-show/>

Saturday, May 3

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

Saturday, June 14

C.H.A.C. Corvallis Cruise-in Car Show
Free admission and parking, \$20 vehicle registration
Adair County Park, 7295 NE Arnold Ave, Corvallis

On The Cover: 1952 Henry J Corsair

Kaiser-Frazer Corp. produced the Henry J for the 1950-54 production years. Named for the company's chairman, the Henry J was targeted toward less-affluent buyers. Sales were disappointing, and Henry Js were sold under the name Allstate through Sears by 1952. 1954 market share was 0.02%, and the model was discontinued.

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.