

November 2025

The Radiator

Official Publication of the Corvallis Historic Auto Club

60th
Anniversary
1965 - 2025





Gary Peterson
Club President

President's Message

The business license for the Corvallis Historic Auto Club was filed with Oregon's Secretary of State on November 22, 1965. Therefore, on November 22, 2025, the CHAC will be 60 years old. Under the "articles of incorporation" filed at the time, the stated purpose of the Club was *for the encouragement of interest in historical cars and their preservation and restoration, and for the extension of knowledge concerning them, and associated activities*. The Club officers at the time were Jack Ramsey, President; Earl Chapman, Vice-president; Ronald Dixon, Treasurer; and Ronald Nance, Publicity chairman.

Being a student of history, I would like to know more about these founders. Who were they? How did they know each other? What vehicles did they own? Why did they decide to establish the CHAC? Were any women involved with the club at that time? Perhaps some of this information has been archived in our older club records.

My own affiliation with the CHAC is much more recent, dating to 2022. I joined because in December 2021 I purchased a 1950 GMC pickup truck and I needed both advice and support from club members who were much more knowledgeable about preservation and restoration than I. What I also learned is

that the Club offers multiple opportunities to show off our vehicles and I have enjoyed that aspect of Club membership very much. Clearly, my experience is in line with the original purpose of the Club as articulated by the founders.

We all love our vehicles, showing them off and swapping stories about how they came to be part of our lives. We are very good at that. At the same time, as we enter our 61st year, it seems an appropriate time to consider the future of the CHAC. Specifically, how do we continue to encourage interest in historical cars? Certainly, our Cars and Coffee, Swap Meet and Car Show are significant activities which support this goal. However, are there opportunities to encourage such interest from others, particularly those interested in vehicles who are younger than most of the current Club members?

As part of my thinking about the question above, I looked at how other regional classic car clubs serve their members. I found the following statements of purpose from some other regional clubs:

The Rollin Oldies Club in Lebanon: *Our mission is to promote an interest in automobiles, sustain the history of street rodding, and advance a positive image of the hobby through club activities, member socialization, and meaningful contributions to the community.* (The

Rollin Oldies club was officially licensed with the State in 1992 although informal meetings began in 1990,)

The Willamette Valley Region Chevrolet Club (Albany-Salem): *The purpose of this organization shall be to encourage the preservation and restoration of vehicles manufactured by the Chevrolet Division of General Motors. Furthermore, the study, compilation of data, summarization of information and preservation of literature related to the Chevrolet automobile is encouraged.* (It is part of the national Vintage Chevrolet Club of America. I was invited to join this group with my GMC pickup even though it isn't a Chevy.)

The stated purpose of the Enduring A's (Albany) is to *serve as a medium to exchange ideas, information and parts for admirers of the Model A Ford car and truck and to aid them in their efforts to restore and preserve the car and truck in its original likeness.* (The Enduring A's Auto Club was founded in 1977 and officially chartered on January 7, 1978, as a chapter of the Model A Ford Club of America (MAFCA).)

The Willamette Chapter of the Studebaker Drivers Club (Salem) is affiliated with the national Studebaker Drivers Club and has as its purpose to *preserving, restoring, and enjoying Studebaker cars and trucks, while fostering fellowship among enthusiasts.*

What is most noticeable is that the CHAC, along with the Rollin Oldies, are locally organized, independent clubs and the statements of purpose reflect that, with each having an element of social activities in their service to members. The Chevrolet, Enduring A's and Studebaker clubs are

part of national groups dedicated to those specific brands or models.

I am not sure any of this exploration helps answer how the CHAC can maintain its original intent and remain relevant for the next 60 years. Further, in writing this message, I hope that readers will understand that I am not promoting or advocating any changes. It comes from the perspective that, in my experience, organizations which are not looking forward, and making plans accordingly, are likely to become stale and risk becoming obsolete.

Corvallis Holiday Parade

You may recall that the CHAC received an invitation to participate in a "revival" of the Corvallis Holiday Parade being planned for December 6 in downtown Corvallis. As details of the parade became available, we asked our members to let us know if they wanted to be in the parade. We have 13 members (with 14 vehicles) who signed up to participate. We will share the list at the upcoming membership meeting. However, it is a great opportunity to demonstrate our commitment to the community, and I am appreciative of those willing to make the effort to participate. The parade will begin at 6:00 PM on December 6 and follow a route along First Street from Washington Street to Jackson Street.

We will continue to celebrate the Club's 60 Anniversary at our upcoming membership meeting on November 24th. We will review our projects and programs from 2025, and look ahead to 2026, our 61st year.

Wishing you a Thanksgiving filled with gratitude.
Gary Peterson, President



This Month In Automotive History

By Andy Noble

1895 - The Selden Patent is Granted

to George Selden on November 5th. It was the first US patent for an automobile. Selden used it to collect royalties from all automakers. Henry Ford led a court challenge over the patent's validity in 1903, noting that it was based on the Brayton-cycle engine, while the engines of most cars were based on the Otto-cycle engine. Ford ultimately prevailed in 1911.



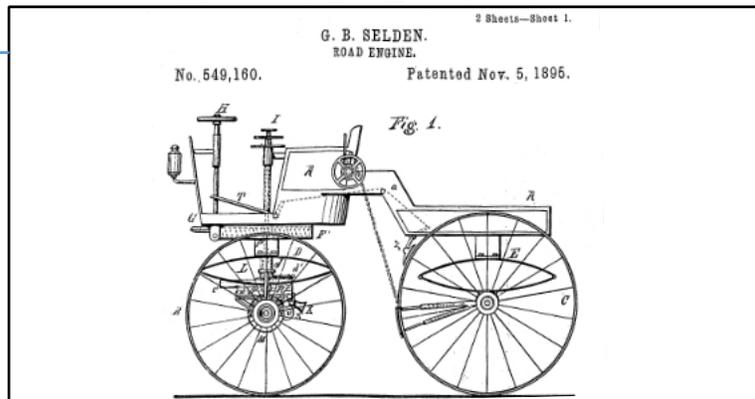
1936 - The San Francisco - Oakland

Bay Bridge opens on November 12th. It is comprised of two crossings, which connect through tunnels at Yerba Buena Island. 24 men died during construction, which cost \$77M (\$1.7B in 2025 dollars). The eastern span was replaced in 2013 due to earthquake concerns.



2014 - Tom Magliozzi Dies on

November 3rd at the age of 77. Tom and his brother Ray, known as Click and Clack, co-hosted the weekly NPR radio show Car Talk from 1977 to 2012. The two also operated a do-it-yourself auto repair shop called Hacker's Haven, later converted to the Good News Garage. They were inducted into the Automotive Hall of Fame in 2018.



1918 - Ken Miles is Born on

November 1st. The British WWII veteran is probably best known for working with Carroll Shelby to develop the Ford GT40, which won the 24 Hours of Lemans in 1966 through 1969. He also won 14-straight SCCA races beginning in 1953, in an MG-based car of his own design. Miles was posthumously inducted into the Motorsports Hall of Fame in 2001.



1983 - Dodge Begins Production

of the Caravan on November 2nd. The minivan was produced through five generations for the 1984 through 2020 model years. More than 3.6 million Caravans were sold.





Cruisin' The Carousel

Dave Snell Takes in Salem's Carousel Cruise

Story and photos by Dave Snell

Over one hundred fifty cars rumbled into the annual Carousel Cruise at Salem's Riverfront Park on August 30th. This annual event, organized by the Willamette Valley Street Rods, always draws

some of the finest customs and street rods in the Valley.

The WVSR members show up in force, displaying thirty four cars in a designated





area. The "Carousel" name of this event refers to the restored antique carousel that is located in a building on the park grounds where the event takes place.

Four food carts offered a variety of eats to satisfy the appetites of participants and spectators. In addition to the 50/50 raffle, the Club had a tent full of donated tools and other goodies for auction.

One of the fun things the Club does at this event is the free "valve cover races". Club members have built rolling "toy cars" with the bodies made from various engine valve covers. They have built a twenty foot long coasting ramp to race the valve covers very similar to a miniature soap box derby track. People can pick one of the many cars on the table and challenge each other. It's good fun, especially for the younger family members. 🏆



CHAC's 2025 Holiday Celebration

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

It's time once again for the club's Holiday Celebration. We will be gathering again at Johnny Carino's, at 1825 14th Ave SE, in Albany.

There will be a sign-up sheet circulating at our November 24th membership meeting. So that we get a correct headcount, you will be able to confirm your attendance and indicate whether you will be bringing someone.

Heather and Pete are working with the manager to finalize the menu. This year, we will have more space to spread out in the main dining room.

Lastly, we will again be having a Secret Santa gift exchange for those who want to participate. If you have questions before the meeting, you can send them via email to corvallishistoricautoclub@gmail.com.

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.

John Dietz is selling Earle Greig's 1948 Buick for \$33,500.

- 1948 Buick Super Convertible body
- Engine/chassis from 1975 Chrysler New Yorker
- Full restoration
- Air conditioning

Call or text John for Earle and Vangie Greig, 310-871-4613.

Email: jfdietzmusic@gmail.com.



The 1968 Pontiac Firebird

By Andy Noble

Pontiac introduced the Firebird on February 23, 1967, to compete with Ford's Mustang, five months after Chevrolet introduced the Camaro, which was built on the same F-body platform.

Pontiac's head, John DeLorean, had wanted to produce a two-seater sports car, but was turned down by GM brass, as there was concern that it would cannibalize the Chevy Corvette's marketshare.

The first-generation Firebirds were sold for the 1967-69 model years. Five available engines ranged from the 230ci SOHC straight-six to the 400ci Ram Air V8. First-gen sales totaled over 270,000 cars. A total of four generations of Firebirds were sold through the 2002 model year.

An optional Trans Am performance and appearance package was introduced for 1969. All first-gen Trans Ams were white with blue stripes. A total of 697 were sold that year, eight of which were convertibles. The whereabouts of only six convertibles are known. Four of them are in the Brothers Collection, in Salem, Oregon.



If you get the idea our Firebirds are in a class by themselves, you get the idea.

Turning out just another sports car isn't really all that hard. The streets are crawling with inspiration.

But that's not the Pontiac way. The search for something special is the driving force in Wide-Track country.

Which is why Pontiac's engineers refused to stop with merely designing the sleekest looking cars ever to sweep the macadam. They added wide-oval tires. And a magical collapsible spare. And a wood-grain styled dash. And the security of Wide-Track.

But even that wasn't enough. So they designed five Firebirds —for every kind of driving. From the standard Firebird that puts out 165 hp from its regular-gas, Overhead Cam Six, to the vaunted 325-hp Firebird 400.

Naturally, all Firebirds share the same exciting interiors, options and GM's standard safety package. So all you have to do is decide which one of our fabulous Firebirds is for you. (Some things our engineers just refuse to do!) **Pontiac's Magnificent Five**

CHAC Officers

President:

Gary Peterson

Past President:

Janeen Rudd

Treasurer:

Dave Snell

Secretary:

TBD

Board Member-at-Large:

Andy Noble

Sunshine Committee:

Barbi Powell

Custodian-For-Life:

Howard Jones

Webmaster:

Murphy Gleske

Newsletter Editor:

Andy Noble

Visit us at:

corvallishistoricautoclub.org

Contact us at:

corvallishistoricautoclub@gmail.com

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/>

Monday, November 24

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

Saturday, December 6

Santa Cruise-In & Breakfast 8:00AM-Noon
Adults \$10, kids 6-12 and seniors \$8
Car entry fee is a new, unwrapped toy
Statyon Fire Station
1988 W. Ida St., Stayton
Questions: Call Russ Strohmeyer at (503) 930-8976

Monday, January 26

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

Saturday - Sunday, February 28 and March 1, 2026

Salem Roadster Show, 9AM-6PM Saturday, 9AM-5PM Sunday
Admission \$15, 15 and under free
Oregon State Fairgrounds
Jackman Long Building & Columbia Hall
2330 17th St. NE, Salem
Questions: Call (503)871-7573 or (541)928-3149

Friday - Sunday, April 10-12, 2026

Portland Swap Meet, 7:00AM Fri-Sat, 8AM Sunday
Portland Expo Center
2060 N Marine Dr., Portland
Questions: info@portlandswapmeet.com
(503) 678-2100

On The Cover: 1970 Chevelle SS

Chevrolet introduced the Chevelle for the 1964 model year. The Super Sport was Chevy's introduction to muscle cars. The Chevelle SS 396 became a series in 1966. Second-gen Chevilles were produced for the 1968-72 model years. Available engines ranged from the 230ci Turbo Thrift inline-six to the 454ci Big Block V8. 1972 was the last year for cowl induction.

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.