

The Radiator

August 2025

Official Publication of the Corvallis Historic Auto Club





Gary Peterson
Club President

President's Message

Welcome to another great issue of The Radiator! We are so fortunate to have Andy Noble as editor working on this newsletter for us. If there were a contest for car club newsletters, I would love to enter and see how we stack up!

As I wrote about last month, this year we are celebrating the formation of the Corvallis Historic Auto Club on November 22, 1965. Our club picnic and steak fry was a great success with near perfect weather and 38 members and friends attending. Kudos to Master Griller Rich Brookes for a job well done! Thank you Rich and Heather!

This 60th year is also an opportune time to reflect on the reasons why the club exists. The purpose of the club as stated in our Constitution/Bylaws is "This club is organized and incorporated as a nonprofit organization (IRS Code 501 (c)(7)) for the encouragement of interest in historical cars, their preservation and restoration, the extension of knowledge concerning them, and related activities."

As we consider this purpose statement, a starting point is to think about what the statement doesn't say. For example, it

doesn't say what kind of cars. This is not a Chevrolet or Ford or Studebaker club. It is not even a Corvette or Mustang or Sprite club. It is just about historical cars. Further, the statement does not define "historical". An AI search of "historical car" returns the following definition: "A historical car, often referred to as a classic or antique car, is generally a vehicle that is at least 20-30 years old, and is valued for its historical, cultural, or aesthetic significance." What do you think about this definition of "historic" as it relates to the CHAC? Does it work? Does it matter?

Ibring this up because of the popularity of our "Cars and Coffee" and the wide variety of vehicles which come on the first Saturday morning of the month, May through October. As our parking coordinators direct folks upon entering, we often ask if they are wanting to "show" or if they are a visitor. With some vehicles there is no question; for others, we must ask particularly if it is a later model. For Cars and Coffee, we let folks determine if they want to be part of the display. It works remarkably well because we don't charge a registration fee, and we don't judge the vehicles on display. We don't have to decide if the car is historical or fits into a specific category. I think that is a reason why we consistently

have 100 +/- vehicles on display at Cars and Coffee. It is just a good time where we gather with our vehicles to mingle with others who have similar interests.

Another interesting observation about "Cars and Coffee" is that sometimes we do get things other than cars. For example, at the July event, a Honda CB175 motorcycle was on display and generated considerable interest. This motorcycle was manufactured from 1969-1973 so it certainly qualifies as historic. With the current "Cars and Coffee" format, we welcomed this motorcycle for display due to its historical value even though it is not a car.

With the above perspectives in mind, why do you think that CHAC exists? Perhaps more relevant is "Why did you join the club?" and "What would you want to see the club provide to you as a member?" The list of activities and events which the CHAC

currently offers to members is impressive: Cars and Coffee, monthly membership breakfasts, membership meetings with raffle drawings, a club picnic and steak fry, holiday party, swap meet, car show, group road trips, member garage tours, and so on. Even this newsletter is an excellent example of the way in which CHAC serves its members. What else should we be doing? Or, are we currently trying to do too much? I think those are important questions as we consider where we want the club to be when we are planning our 65th anniversary celebration a few years from now!

May your historic vehicle run smoothly wherever it takes you!

I will see you at our next membership meeting on August 25 and at Cars and Coffee on September 6.

Gary Peterson
President

"If the car feels like it is on rails, you are probably driving too slow."

– Ross Bentley, Canadian racer



This Month In Automotive History

By Andy Noble

1914 - The First Electric Traffic

light is installed in Cleveland, Ohio, on August 5th. The signal, which was invented by James Hoge, used red and green lights. A buzzer indicated when the color was about to change. Police officers could now direct traffic from within a booth at an intersection.



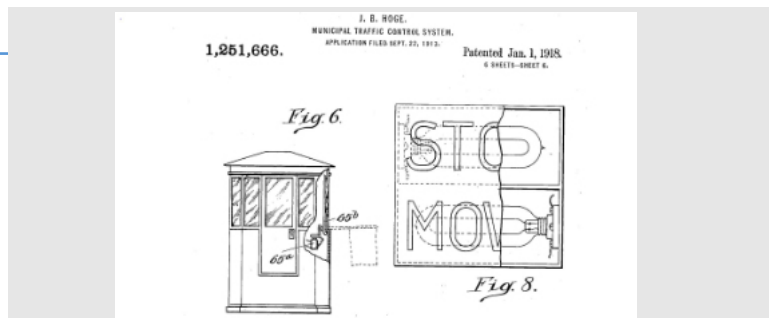
1979 - Gary Numan Releases

the song "Cars" on August 24th. The song reached number 9 on the US Billboard Hot 100, where it remained for three weeks, and number 4 on the Cash Box Top 100.



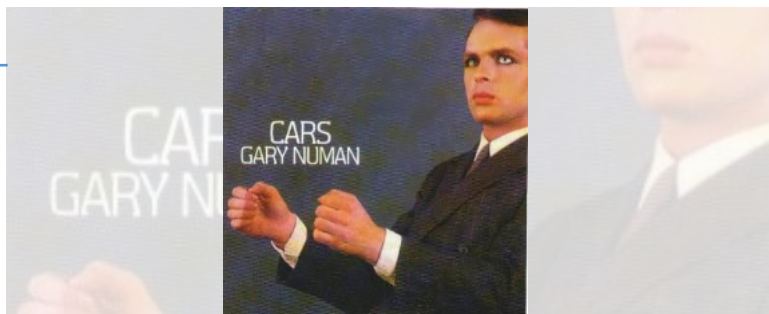
2015 - Buddy Baker Dies in

Catawba County, North Carolina, on August 10th at age 74. Baker won his first race, the National 500, in 1967. He went on to win 19 NASCAR Cup Series races in a 33-year career. He was inducted into the Motorsports Hall of Fame of America in 2008 and the NASCAR Hall of Fame in 2020.



1932 - Bobby Isaac is Born in

Catawba County, North Carolina on August 1st. Isaac began racing in 1956, ultimately winning 37 NASCAR top series races. He holds the record for NASCAR pole positions in a single season (20), and set 28 speed records at Utah's Bonneville Salt Flats in September, 1971. Isaac was inducted into the NASCAR Hall Of Fame in 2016.



2007 - The I-35W Bridge in

Minneapolis, Minnesota, collapses on August 1st. The steel truss arch bridge, which had opened 39 years earlier, suffered a catastrophic failure during rush hour, killing 13 people and injuring 145. A design flaw and the amount of weight on the bridge were cited as likely causes of the collapse.





Story by Andy Noble, photos by DJ Freeman

Dozens of club members celebrated CHAC's 60th anniversary on July 27th at Philomath City Park. Master grillster Rich Brookes once again worked his magic to provide perfectly seasoned grilled steak and chicken, while others brought a wealth of side dishes, drinks, cutlery and table cloths. The weather was perfect, the conversation was

engaging, and the yellow jackets/meat bees were manageable.

DJ Freeman went above and beyond by bringing a beautiful anniversary cake to the event. It was a much-appreciated contribution to our celebration of the first 60 years of the club. Here's to the next sixty!





Photo: Stefan Warter,
August Horch Museum

East German Automotive History, Part IV: Trabant Prototypes

Sebastian Heiduschke Takes us on a Whirlwind Tour of Germany's Innovative August Horch Museum

Story and Photos by Sebastian Heiduschke

In this part, I will take you deeper into the history of the East German Trabant cars than in my previous pieces, and show you some of the prototypes only few people know about, let alone have seen.

If you ever make it to Germany, stop at the August Horch Museum in Zwickau (<https://www.horch-museum.de/en/index.php>) to see these vehicles in person. I visited in June 2025 for the first time ever and learned a lot about the story behind Sachsenring (the make of the Trabant). I even saw a Trabant model I didn't know existed - the P240 "Repräsentant". More about that one in a bit. Let's start at the beginning.

Before they built Trabant cars, Sachsenring produced Horch vehicles. I am going to write about that in a future piece. Today, we will focus on Trabant model prototypes only.

East Germany became its own sovereign nation in 1949, called the German Democratic Republic (GDR). The borders between the GDR and West Germany (actually the Federal Republic of Germany, FRG) remained open until 1961

when the Berlin Wall divided the city into two halves, and 858 miles (!) of border wall and sophisticated fortification separated GDR and FRG. Before then, it was therefore possible for East Germans to purchase vehicles in the West and bring them back. In fact, some VW cars were still produced in the GDR until the early 1950s. In Zwickau, Horch produced its cars until the 1950s, when the company was put under state ownership and eventually renamed into Sachsenring. That's the company that built Trabant cars.

P50 Universal - prototype (1954)

After the 1953 workers uprising in East Berlin and other East German cities to protest low wages, the government called in Soviet tanks to restore peace. To appease the population, the government came up with the idea to produce a modern car in large quantities. If that sounds familiar, it should be, since Adolph Hitler did something similar two decades before with the KdF Wagen that became the Volkswagen.

Due to the shortage of sheet steel, engineers tested out plastic planking. Only five prototypes were built in

1954, all with an air-cooled .499 liter, two-stroke engine, and a whopping 17 hp. The picture here shows the only station wagon built, the four other prototypes were sedans. A modified version of the P50 actually went into production in 1958.



P50 Universal

P100 (1961)

In 1961, East German engineers developed the P100 as a potential successor to the Trabant P50. This collaboration between AWE (Automobilwerk Eisenach), the maker of Wartburg cars, and AWZ (Automobilwerk Zwickau) aimed to create a more



P100

modern car. The P100 was set to feature a three-cylinder, two-stroke engine, and the body was planned

to be made of steel. There were two versions in the works: one with a mid-mounted rear engine and rear-wheel drive, and another with a front-mounted engine and front-wheel drive. Among the more innovative features for its time were a fully synchronized gearbox, front disc brakes, and coil springs at the front. Production was slated for 1964, but unfortunately, due to a lack of machinery, the project was shelved when it was on the brink of series production. What a shame - it is simply gorgeous.

P603 (1966)

By the third quarter of 1966, East German developers were experimenting with angular hatchback designs, a full decade before the first VW Golf rolled out. The P603 was a more advanced prototype, featuring a tubular space frame and, like the Trabant 601, a plastic body. Over the course of building nine prototypes, various engines were tested, including a



P603

Wankel engine, as well as engines from the Wartburg 353 and the Škoda 1000 MB (from Czechoslovakia). The East German engineers even developed a four-stroke, four-cylinder engine with a displacement of 1600 cm³, which was ready by 1972 but never mass-produced. The project was eventually canceled when the RGW car (see below) took priority in 1970. Sadly, the museum only has a picture and an interactive rendering I was able to play around with.

P240 "Repräsentant" (1969)

This prototype blew me away. I had no idea it even existed, even though two prototypes were built, and

only used for military parades - which meant that they were parked 360 days out of the year. The P240 already existed as a regular model, but the National



P240 "Repräsentant"

Volksarmee (National Peoples' Army) ordered two of them to be redesigned for use in military parades. Specs? Very atypical for East Germany: a six cylinder, 2.4 liter engine, based on the luxury P240, which was not allowed to be manufactured anymore as per Soviet decree - they chose the Czech Tatra 603 instead, an ugly car.

RGW Car P760 (1970)

The RGW-Auto was an ambitious joint project between East Germany and Czechoslovakia to replace the aging Trabant 601, Wartburg 353, Škoda 100, and Dacia 1300 with a more modern vehicle. The plan was for the manufacturers—Automobilwerk



RGW Car P760

Eisenach (Wartburg), Sachsenring (Trabant), AZNP Mladá Boleslav (Škoda), and Uzina de Autoturisme Pitești (Dacia)—to build cars based on a unified technical platform but with their own body styles. The goal was to produce 600,000 cars, with Škoda manufacturing half of them. However, political differences between East Germany and Czechoslovakia halted the project, and mass production, which was planned to start in 1978, never materialized. Supposedly, East Germany built four prototypes. I was only able to see the model, as the museum does not own a P760 - I have seen pictures of one in a field somewhere in the Czech Republic, but have not been able to locate it - yet! By the way, East German designers called this one "Pot-Belly Pig." If you want to see a neat 3D design study, watch this brief YouTube video:

<https://youtu.be/CQEIir40xCU?si=XanszzMxd7pEaSh>

P610/P1100/P1300 (1973)

The P610 project, also developed in collaboration between Automobilwerk Eisenach (Wartburg) and Sachsenring (Trabant), began in the early 1970s. This



P610/P1100/P1300

car, initially called the P610 and later the P1100/P1300, was designed as a two-door hatchback with a 45-hp, four-cylinder, four-stroke engine, allowing it to reach a top speed of 125 km/h. Despite several promising prototypes, the project was abandoned in 1979 after the East German government decided to stop all new passenger car developments, except for upgrades to the Trabant 601. The P610 would have

been a much-needed step forward for the Trabant brand, but it wasn't meant to be. I saw the 1973 studies as sketches and the last prototype from 1979 as a prototype.

Trabant 601 WE II (1982)

If you thought the Trabant was ready to retire in the 80s, think again! The Trabant 601 WE II prototype was created as a potential replacement for the aging 601 model. Powered by a 565cc two-cylinder, two-stroke engine producing 26 hp, this little car was still very



Trabant 601 WE II

much in line with the Trabant tradition. But only one prototype was ever made before the East German government decided to halt development. It reminds me of the many Škodas or Yugos I would see in my childhood.

Trabant 601 Diesel (1983)

This one wasn't even a real car, but I wanted to share the diesel engine that was supposed to go into the Trabant. They built three of them - and then abandoned it because they struck a deal with Volkswagen to import the VW Polo engine, which was installed into the Trabant 1.1 starting in 1990. A four-stroke engine in a Trabi? Boring! This diesel was a 3 cylinder version, 34 hp, 1100cc engine.

Trabant nT (2009)

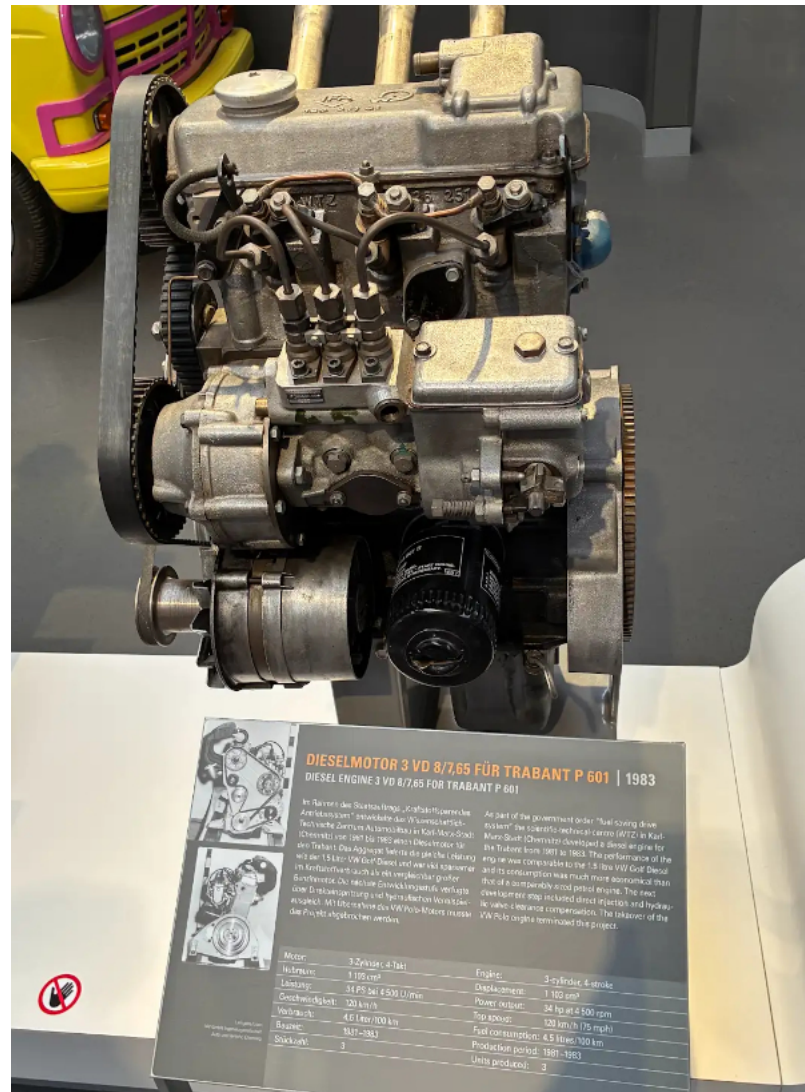
Yes, that's right. Long after the demise of Sachsenring, an independent manufacturer created the study Trabant nT, short for "new Trabant". Herpa, a model car manufacturer owns the brand name and exhibited

the study as a model as an electric car in 2009. This would have been amazing, with a range of about 100 miles. Due to the lack of investors, the car was never built, but there are plenty of neat images on Wikipedia:

https://commons.wikimedia.org/wiki/Category:Trabant_nT?uselang=de

I only saw a few pictures at the museum, but again, this would be my daily driver if anyone would ever manufacture it.

What a museum visit. My head was dizzy after a day there. I will share some more about the museum and my favorite cars in a future installment of The Radiator. Keep puttering! 🚗



Trabant 601 Diesel



Cars & Coffee Trophy Winner

Randy Ocampo's Subaru Snags Our August Cars & Coffee Award

Story and Photos by Janeen Rudd

The paint job on Randy Ocampo's 2014 Subaru BRZ is beautiful. But what really makes it outstanding is the fact that he did the work in his garage. No special training, no special equipment; just a dark metallic BRZ with a door ding.

He cleaned the garage and kept the floor wet, so while he says the paint isn't perfect, you might have to look hard to find what he's talking about. It took him three days, including the one on which it was too

hot to paint. First he put on a black base coat. Then mixed a clear inner coat with added metallic flake for the color shift. Then he applied a satin matt clear.

After the paint dried he added a carbon fiber duck bill wing and a second carbon fiber wing, a carbon fiber hood, Rotex C30 blower, intercooler, unequal length headers, Comp RS exhaust, boost gauges, coil over shocks and last but not least, glow lighting. Well done, Randy, and congratulations! 🏆



The 1925 Wills Sainte Claire

By **Andy Noble**

Childe Harold Wills founded the C.H. Wills Company in 1921 to build the Wills Sainte Claire line of automobiles.

Wills, a metallurgical engineer, was one of Ford's first employees. He introduced the use of vanadium steel to Model T production, which was the first large-scale application of the metal. He also designed Ford's blue oval logo. He received a severance package of over \$1.5M when he decided to leave the company.

Wills was (in)famous for being a perfectionist. C.H. Wills Company began producing cars in 1921. Most of the executive staff had left the company by the following year, primarily because of Wills' habit of halting the production line whenever some new or innovative manufacturing idea occurred to him.

The company went bankrupt and was reincorporated by investors as Wills Sainte Claire Incorporated in 1923.

Wills cars were available as a four-seat roadster or coupe, five-seat sedan or special touring car, a seven-seat touring car, a four-door brougham and as a five-seat town car.

The company could not sell enough cars to make a profit and closed in 1927.

**WILLS
SAINTE CLAIRE**

That it is something genuinely new, and better . . and smarter . . and sturdier . . will become more impressively obvious as the weeks go by.

WILLS SAINTE CLAIRE, INC. . .
Marysville, Michigan

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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://salemclubcouncil.org/>

Saturday & Sunday, August 23 and 24

Surf City Classics Car Show, 8:00AM - 5:00PM (Saturday)

Chinook Winds Casino Resort

1777 NW 44th Street, Lincoln City

<https://www.chinookwindscasino.com/entertainment/events/surf-city/>
Monday, August 25

C.H.A.C. Membership Meeting, 7:00-8:30PM

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

Saturday, September 6

C.H.A.C. Cars and Coffee, 8:00-10:00AM

First Saturday of each month, May through October

Shepherd of The Valley Lutheran Church

2650 NW Highland Dr, Corvallis

Saturday, September 6

Antiques in the Streets & Classic Car Show, 8:00AM - 4:00PM

Car registration \$25

Downtown Albany, between 1st and 4th streets<https://albanyantiquemall.com/antiques-in-the-streets/>
Saturday, September 13

Kiwanis Kruise-In, 10:00AM-3:00PM

Car registration \$30 First Vehicle, \$25 2nd, \$20 3rd

Downtown Veneta

25035 W. Broadway, Veneta

<https://www.nwcam.com/CruiseNews.html?step=3&id=7524&returnstep=1>
Saturday, September 20

Rollin' Oldies '50s in the Fall, 9:00AM-3:00PM

Car registration \$25

River Park, 1235 E Grant Street, Lebanon

<https://www.nwcam.com/CruiseNews.html?step=3&id=7325&returnstep=1>
On The Cover: 1970 XY Falcon GT

Ford sold the XY GT in Australia in 1970-71, to appeal to a growing high-performance vehicle market. The car, said to be the fastest 4-door sedan in the world at the time, came equipped with a 351 Cleveland rated at 300hp, and either a 4-speed manual or 3-speed automatic. Only 1,557 of the nearly 119,000 XY Falcons sold were the GT.

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.