

The Radiator

January 2025

Official Publication of the Corvallis Historic Auto Club



**Inside:
The Trabant, Part III Digs
Deeper Into The Car's History**



Janeen Rudd
Club President

President's Message

It's officially a New Year! I hope everyone had a wonderful holiday season.

Your Board met as usual on the second Thursday of the month. Any time you would like to join us, just to see what's going on, how we operate or to bring up a subject, please feel free. We like having visitors. As for this past meeting I will hit on the basics and fill in details at the next meeting on January 27.

Chris Hagler, our esteemed Secretary, will be publishing a new Club Directory in the near future. You may have it by the time you see this, but it depends on the printer.

We have a lot of name tags waiting for new homes. If you ordered and paid for a name tag when you joined CHAC, or ordered a replacement, next time you come to a meeting or event, please contact a Board member to pick yours up.

Dr. Michael Henich will be our speaker at the January and February meetings. His topic will be '60s and '70s Muscle Cars. Dr. Henich was a speaker on cruise ships for many years and has many car topics to share. Thank you, Martin, for bringing him to our attention.

I am pleased to announce that Dave Snell has agreed to become the Chair of the Car Show Committee. If you would like to be on his committee please let him know. As you have heard, Dave has worked tirelessly to find us a new location for the show. We are considering Crystal Lake. It is a large, beautiful area with ample parking for show cars and spectators.

Since we will not have all the conveniences of the Fairgrounds, we will be asking for help in some areas. At this time we know we will be needing pop-up tents and weights. If you have one or more you are willing to share, please let Dave or a committee member know.

We're also looking for food trucks. If you know of anyone who might be available, please speak up. We'll keep you advised of needs as we go along. We'll have sign-up sheets for all the many helper positions closer to show time.

Thankfully Car Show Season is about to start. D.J. will continue his awesome Roadmaster calendar for us. Thanks, D.J.! That's time-consuming work!

See you all on Monday, January 27, 7:00pm.

Janeen

This Month In Automotive History

By Andy Noble

1923 - Carroll Shelby is Born in

Leeburg, Texas, on January 11th. Shelby is perhaps best known for creating the AC Cobra in 1962. He also created the Shelby Daytona Coupe, Ford's GT40 Mark II, and the Ford Mustang-based GT350 and GT500, among others. He also served as a "Performance Consultant" on the Dodge Viper.

The Bridgestone logo, featuring the word "BRIDGESTONE" in a bold, italicized, black font with a white outline, set against a red background.

1971 - The Song 'Mercedes Benz'

by Janis Joplin is released on her Pearl album on January 11th. Joplin recorded the song acapella in one take at the end of her last recording session, three days before her death. The album was number 1 on the Billboard 200 for nine weeks and was certified 4x Platinum in the US.



2011 - The Final Mercury, a

2011 Grand Marquis, is produced on January 4th. The car's first model year was 1975, selling as the Mercury Marquis. Sales of the Grand Marquis were the highest of any Mercury, except for the Cougar, at over 2.7 Million cars sold.



1931 - The Bridgestone Tire

Company, Limited is founded by Shojiro Ishibashi in Kurume, Fukuoka, Japan, on January 1st. Bridgestone bought Firestone Tire and Rubber Company in 1988.



1987 - The Chevy Corsica

begins production on January 5th. The front wheel drive compact was sold during the 1987-1996 model years, and was the second best-selling US passenger car, along with the Chevy Beretta, in 1988. A total of over 1.6 million Corsicas were sold.



Running On Empty



Range Anxiety Was a Thing Long Before The Introduction of Today's Electric Vehicles.

Story and Illustration by Andy Noble

It's no secret that one of the biggest concerns that people have when considering the purchase of an electric vehicle (EV) is range anxiety, the fear of being stranded by a dead battery.

EV makers have made strides in addressing range anxiety through increased battery capacity and building out charging station networks. This has improved the situation somewhat, but challenges remain for things like weekend getaways, long road trips and towing. To pull those off, EV owners need to take into account things like reduced battery capacity due to cold temperatures and finding charging stations that are close enough together, are in working order, and have open, available charging positions when they get there.

Reading about range anxiety got me thinking about what it must have been like for drivers to find gasoline in the dawning days of internal combustion vehicles. Today, I'm confident that, no matter which of my cars that I take for a spin, and regardless of the length of the trip or what I may be towing, I'll likely find the gas that I need to get where I'm going. I'm also aware of the fact

that it wasn't always that way. So, how did the early adopters back in 1900 deal with their version of range anxiety?

The first crude oil well was dug in Pennsylvania in 1859. The resulting oil was distilled to produce kerosene. There was no demand



then for the gasoline that also came out of the distillation process, so it was wasted. Wasted, that is, until the internal combustion vehicle came along in 1892. In the ensuing years, demand for gasoline, well, exploded. In the beginning, it was available for sale at druggists,

hardware stores and blacksmith shops (some of which also performed auto repairs), Customers



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often brought their own cans and ladled the fuel from barrels. Then they poured it into their tanks while trying to avoid making a mess. What could go wrong?

To make long trips, early drivers had to be very concerned with miles-per-gallon; how many miles their engines could squeeze out of the fuel in their tanks and any cans that they carried with them. They also had to figure out (or guess) where the blacksmith shops, druggist and hardware stores were along the way, and hope that those businesses were open and selling gas when they got there. Sound familiar?

Motorists were eventually able to pump gas directly into their gas tanks, thanks to the

invention of Sylvanus Freelove Bowser, who, in 1905 adapted his kerosene pump, which he had patented in 1887, to the pumping of gasoline. He added a hose to the pump so that people could more easily fill their tanks curbside, and named it the Self-Measuring Gasoline Storage Pump.

Of course, finding gasoline became easier for drivers as time went on. The Gulf Refining Company's drive-in gas station, which opened in 1913 in Pittsburgh, Pennsylvania, is generally recognized as the first such filling station. As the number of cars grew, so too did the number of gas stations. In fact, as of 2024, there were approximately 147,000 gas stations throughout the United States. 🏠

The Trabant, Part III

January 2025

Follow Along as We Take a Deeper Dive Into the History of This Iconic East German Car

https://en.wikipedia.org/wiki/Trabant_601#/media/File:Trabant_601_S_de_Luxe_from_1986_original_condition_1.jpg

Story by Sebastian Heiduschke

After my previous articles on the history of the East German Trabant and the Trabant Hycomat, I'm back with my third installment on East German automotive history, this time focusing on the Trabant Kübelwagen and the rare convertible model. For this piece, I had to dig much deeper than before to unearth some of these fascinating details, but it was absolutely worth it. I uncovered a lot of new facts, ventured down a few rabbit holes, and even stumbled upon a gallery that shows how little the Trabant really evolved over the years: [Trabant Evolution Gallery](#). My favorite image in the gallery? The 1990 IVM CARO Tramp 110, made in West Germany! I had no idea it existed.

A Quick Refresher:

The Trabant most people recognize was produced under the model number P601 as a limousine and a station wagon between 1964 and

1990. It was powered by a modest 594cc two-stroke inline-2 engine, which was air-cooled. The body featured a steel frame with the roof, boot lid, bonnet, wings, and doors made of *duroplast*—a hard plastic made from recycled cotton waste and



https://commons.wikimedia.org/wiki/File:Trabant_601_Universal_1970.jpg

phenol resins from East Germany's dye industry. Talk about recycling before it was cool!

Trabant Kübel

The Trabant Kübel (P601A) entered serial production in August 1966. Not available to private individuals, it was primarily produced for



as the “fabric dog”: the hood was made of fabric and a fabric side panel with windows made of plastic film was buttoned into the doorless side entrances.

As part of the Trabant P1.1 development, a Kübel version with a four-stroke engine was also planned. In 1988, alongside sedans and station wagons, three prototype Kübel vehicles were built, likely tested by the military in late 1988 or early 1989. However, there's no definitive proof

the East German army NVA (*National Volksarmee*) and the border troops (*Grenztruppen*) - around 2000 were delivered to state forestry operations as P601F - F stands for *Forst* (forest). Some were also used by the *Volkspolizei* (*People's Police*) and the paramilitary units called Combat Groups of the Working Class (*Kampfgruppen der Arbeiterklasse*, short KdA) and the Sport and Technology Association (*Gesellschaft für Sport und Technik*, short GST). As a small, maneuverable command and liaison vehicle, it was used in almost all units of the NVA.

The body was manufactured in the city of Meerane instead of the Trabant factory located in Zwickau, and was made of sheet steel from the A-pillar upwards.

In the NVA, the Trabant Kübel was also known

these prototypes went beyond testing, and the information remains speculative. One of these prototypes is now part of the "August Horch Museum" in Zwickau.

Building on these prototypes, the civilian versions, the Tramp 1.1 and Caro-Tramp 110, were developed. The military version's production was abandoned after the fall of the Berlin Wall and the reunification of Germany. Official production of Trabant Kübel vehicles ceased in



https://en.wikipedia.org/wiki/Trabant_601#/media/File:2012-08_Kleinkuebelwagen_P_601_A_anagoria.JPG



spring 1991 with the closure of the Meerane factory.

Trabant P601Z “Tramp”

“Z” is the internal designation used by the Sachsenring team for the civilian version. Tramp is the commercial name for the civilian version of the Sachsenring Kübelwagen.

The predecessors of the P601Z were the Kübelwagen models built in 1973 for the 10th World Festival in Berlin. These special editions were painted white and featured:

- Three-part chrome bumpers
- Hubcaps
- Aluminum grille trim
- Seat cushions in red artificial leather
- Needle-felt floor coverings

Only 10 units were produced.

In April 1978, the P601Z went into regular production under the internal factory name P601AZ. The sales name “Tramp” was not used

for the domestic IFA distribution within East Germany. It was specifically reserved for export through the *Transportmaschinen Export-Import Volkseigener Außenhandelsbetrieb* (a state-owned foreign trade company of East Germany). About 100 of them were exported to Greece as beach buggies.

Who knows—there might just be an opportunity to expand my collection at some point. The Tramp/Kübel would make an incredible addition to my garage, but for now, I’ll keep on sharing the love for my trusty 601 Universal. It may not have the military pedigree or the rugged off-road charm of the Tramp/Kübel, but it still has plenty of character and always brings a smile along with a whiff of blue smoke at our Cars & Coffee meetings.

In part four of the series, I will look at some East German prototypes that were unfortunately never built. Until then, keep sniffing and listening for the only Trabi in Oregon pattering around Corvallis or Philomath. 🏠

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

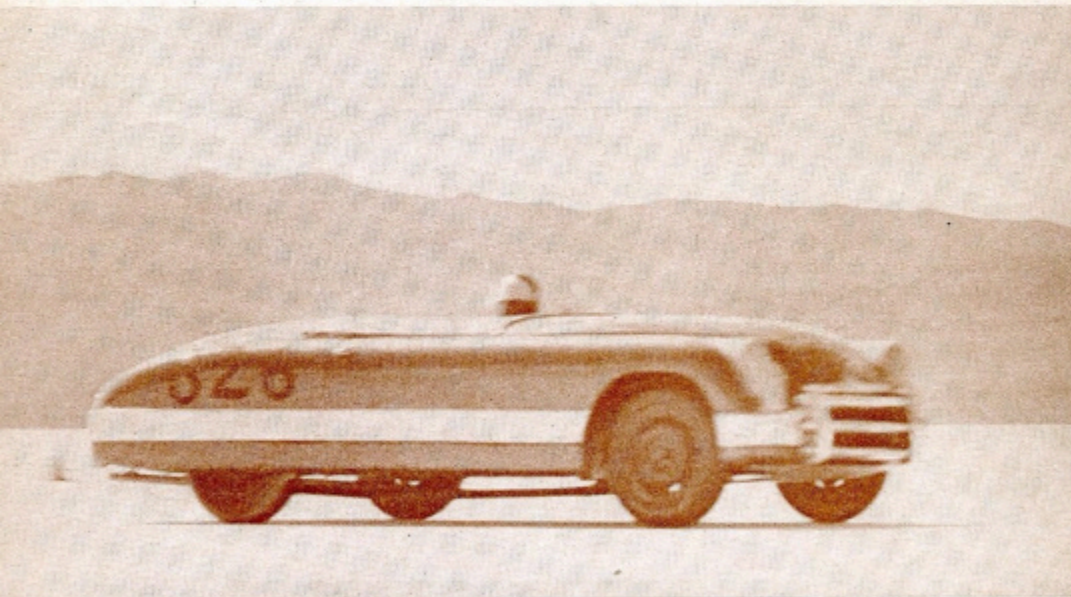


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KURTIS

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Powered with a Ford V-8 flathead competition engine. This time was recorded by the Southern California Timing Association, Inc., at the Bonneville National on Aug. 27, 1949.



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The 1949 Kurtis Sports Car

By Andy Noble

Kurtis Kraft, Inc. was founded by Frank Kurtis in Los Angeles, California, in 1938. Kurtis designed the Kurtis Sports Car (KSC) and Kurtis Kraft manufactured it in 1949-50.

The KSC is a 2,300 pound two-seat sports car with an aluminum body. Many of its components, such as the chassis and engine, were from a 1949 Ford. The car, which sold for \$3,495, was available as both a kit and a production car. Fully optioned, the car cost \$5,000 (more than \$66,000 in 2025 dollars).

As shown at left, Wally Parks, who founded the National Hot Rod Association, drove a modified KSC to over 142mph on the Bonneville Salt Flats in 1949.

Kraft sold approximately 20 KSCs in 1949, when it became obvious that the economics of manufacturing it were not sustainable. By the time that Kurtis sold the rights and tooling to Earl Muntz in 1950, fewer than 40 KSCs had been produced.

General Motors, inspired by the KSC, created a secret project in 1951 to create a fiberglass body car using production components. The resulting EX-122 concept car eventually reached production in 1953 as the Chevrolet Corvette.

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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.

Friday, January 17

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

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

Sunday, January 19

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

Monday, January 27

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

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: 2005 Mercedes SL600

Mercedes offered an all-new SL line beginning in 2001 that sported the Vario Roof retractable hardtop. The SL600 Roadster included active body control suspension, and a twin turbocharged 5.5L, 36-valve V12 engine. The engine was rated at 439HP. The car accelerated from 0-62mph in 4.6 seconds.

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.