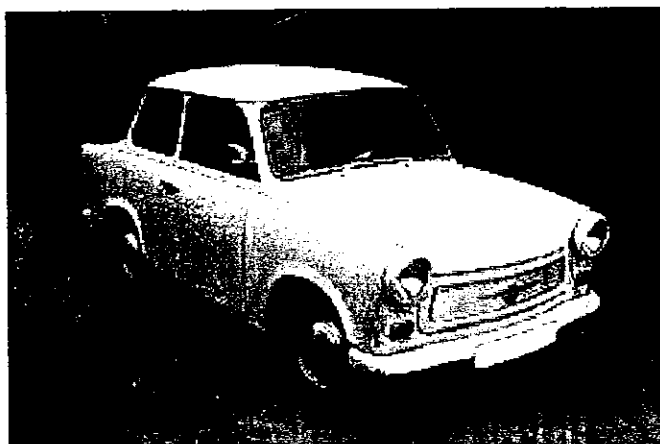


ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Restoration Rambler

August 2011

P.O. BOX 664, ORANGE N.S.W. 2800



1964 TRABANT P - 601

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



Officer Bearers 2011

PATRON	Leon McFadden	6362 1087	
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	Bob Boaden	6365 2274	
	Kerry Risstrom	6365 1280	
	Bev Holland	6362 4744	
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	Bruce Heinrich	6365 5300	
	Ian Henderson	6365 8359	
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Web-site Co-ordinator	Andrew McDougall	6362 2942	a.mcdougall@octec.org.au

*Key holders are indicated by **

Meetings are held in the Club Rooms on the 3rd Monday of each month commencing at 7:30pm at Louie Lane, Spring Creek. All visitors are welcome. Note, the editor and /or club members do not necessarily share the opinions that may be expressed in the magazine.

President's Report

Once again our club has been plunged into sadness with the passing of one of our members. Our Patron Leon McFadden lost his beloved wife Patricia on 19th July. I know with the support of his considerably large family and the friendship of his many friends and acquaintances Leon will get through this difficult time. With Leon being one of our founding members, Patricia was a regular at many club functions over the passed 40 or so years. Her family certainly did her proud at a service held in her honor with lots of stories of her incredible parenting skills. Only a mother knows just how to bring out the best in people when there are tasks to be done in what was clearly a loving and nurturing household, necessary with such a large family, managed with military precision. Our thoughts and prayers are with Leon and his family.

Just a reminder, this month we will be honored with a visit from representatives of the Bush Council. I know all club members will make them welcome and listen to and offer ideas on how to make the vintage vehicle movement in NSW a strong and viable pastime. This can only survive with input from enthusiasts at ground level. So if you have any ideas on how this can be achieved please come along to our August meeting.

A very pleasant day presented itself for our run to Yeoval for the Mulga Bills Bicycle Festival last weekend. An enthusiastic crowd watched the street parade and spent time and money wondering along the many stalls. Among other delights on offer were, I believe, Rabbit Stew cooked over an open fire, provided by the local fire brigade. Next year I will expect to see the Amos Family Penny Farthing making an appearance.

The President's run is only three weekends away. Anyone requiring details please contact me directly.

Everything seems on track for our upcoming Easter Rally 2012. Keith will give a report on that matter at our August meeting. We will also need to put into place some initial planning for the Canobolas Country Rally 2012. Our combined run with the local members of the Australian Sporting Car Club and luncheon to be now held Sunday 9th October is also on track.

I am looking forward to the second half of the year with plenty on the calendar to keep us all on the road.

Happy rambling.

Kerry Risstrom, President.

Orange District Antique Motor Club Inc

EVENTS CALENDAR 2011

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.
For further information on any event contact Ken Gazzard phone 6361 8801 mob. 0400 863 921

AUTHORISED CLUB RUNS

AUGUST

- Tuesday 9th Mid Week Run – meet at the Club House for morning tea 10:00 am. Travel to Carcoar Dam then on to Blayney for a “Hot Pie” lunch at Ryan’s Bakery.
- Monday 15th Monthly meeting at the Club House **7:00 pm.** (note time change for this meeting)
- Sunday 21st. Meet at Lucknow “Coffee and Cane” for morning tea 9:30 am. and travel to Tarana Hotel for Lunch via O’Connell.

September

- Fri.- Sun. 2nd- 4th. **President’s Run to Canberra** – see Kerry for details and Itinerary.
- Sunday 4th. Father’s Day Lunch - TBA
- Tuesday 13th. Mid Week Run – meet at club house for morning tea 10:00am then travel to the Gladstone Hotel Newbridge for a roast dinner - \$12.50 pp.
- Monday 19th. Monthly meeting at the Club House 7:30 pm.

October

- Sunday 9th. Lunch at the Club House 1:00pm - Meet with ASCC members 10:00am “Cook Park” for a short observation run before lunch. Special invitation to older members and staff from the Dept. Lands & Water.
- Tuesday 11th. Mid Week Run
- Sunday 16th. Parkes Swap Meet.
- Monday 17th Monthly meeting at the Club House 7:30pm

November

- Tuesday 8th Mid Week Run - TBA
- Monday 21st. Monthly meeting Club House 7:30pm
- Sat./ Sun. 19- 20th. Temora Air Show. Book your own accommodation.
- Sunday 27th. Rego. Inspection Day at the Club House. 8:30am. (note change of date)

Swap Meets and Other Events – non club runs

- Sunday 28th. August Dubbo Swap Meet
- Sunday 28th. August **All British Day** – Kings School, North Parramatta
- Sunday 4th. September Cootamundra Father’s Day Swap Meet
- Sat./Sun. 10-11th. September North West Swap Meet – Gunnedah
- Fri. – Sun. 16 -19th.September **35th National Chevrolet Festival – Tamworth.**
Celebrating 100 years of Chevrolet
Hosted by the Chevrolet Club of NSW
- Saturday 8th. October The Heritage Vehicle Clubs of NSW SW Slopes get-together hosted by Cootamundra AMC. To be held at Harden Racecourse.
- Sunday 30th. October Canberra Swap Meet to be held at Exhibition Park, Northbourne Ave.
- Sat./Sun. 12-13th. November Bendigo National Swap Meet, Bendigo Showground
- Sunday 4th December Terribly British Day to be held in Canberra

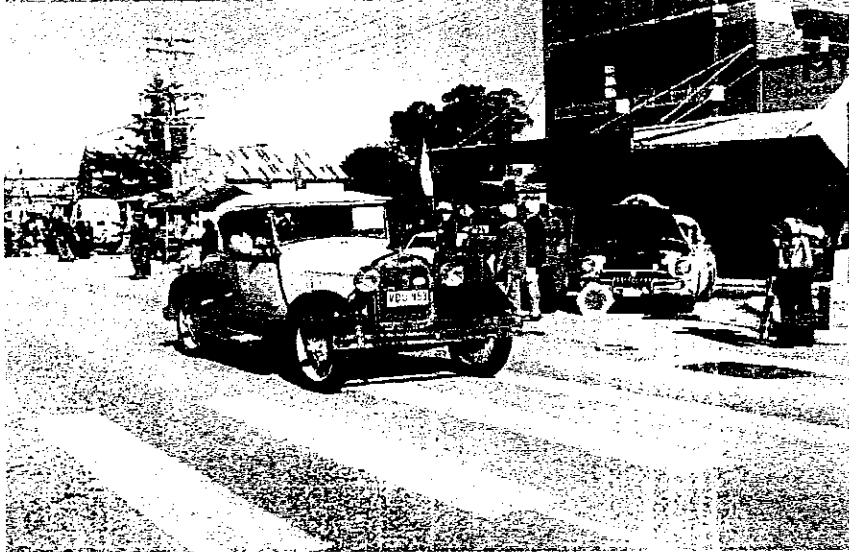
Supper Roaster

August	Bev Holland Dick Jane	September	Dave Kain Berkeley King	October	Don Marriott Rob McKenzie
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Mulga Bill Festival

Report by Bob McNeill

A nice early start on a fresh Orange morning saw us heading towards Cumnock for a warm cuppa; some chose the cafe while others had theirs in the park. Onwards to Yeoval to park in the main street and a wander around before the parade. Time to eat with various venues being supported by members of the group. As the afternoon crept up some headed home while a few finished up at Dons for a cuppa and cake, thanks Dot and Belinda, we made it home just as dusk settled. ODAMC was well represented with at least 9 cars. Ian H came down from Dubbo in the modern, Bob.

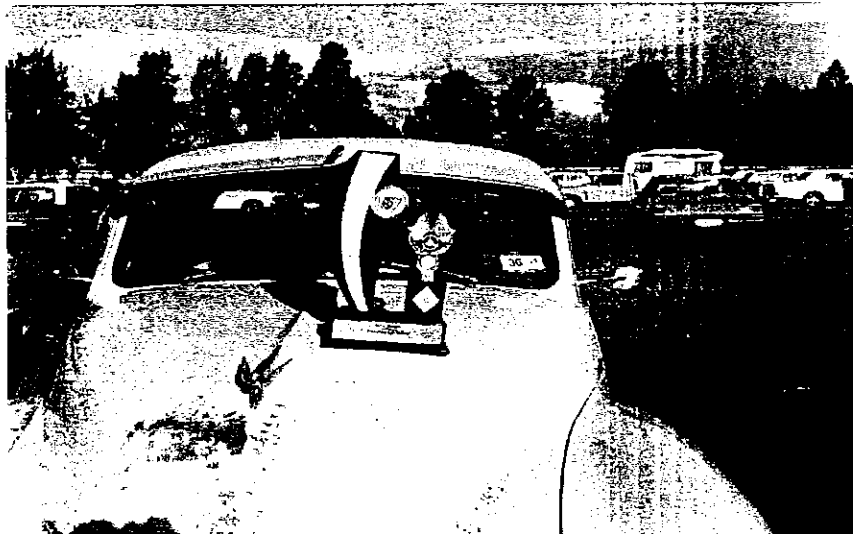


Kevin Penson's A model Ford in the Parade with Bob McNeill's FJ ute parked in the street.

All Holden Day

Report by Bob McNeill

Over the w/nd we attended the 26th All Holden Day. Leaving on Friday afternoon we motored along at 45mph until a coffee stop at Lithgow, with all lights blazing [as well as 45 watt 6 volt lights do] we headed into the dark, converting several car loads into the urgent need for a 4 lane road over the Bells Line. At 6.30 on Sat morning we left Dad's place at Kurrajong and arrived at the Swap meet around 7.00, not as many stalls as normal, I think the prospect of showers kept a few away. We had lunch with Jessica [our sons girlfriend] in Richmond. Early Sunday had us lining up with the other 750 registered entrants to get straight in and set up in the selected areas, leaving those who came on the day to go thru the paper trail and not get a Goodies bag. Parked just behind us was the Monaro that the Whites sold a couple of years ago. Left the showground at 4.00pm, out to Agnes Banks and Yarramundie, up to Spingwood and on to Lithgow. With a meal at Mt Lambie arrived home around 9.00pm. - Side note OUR trophy is tucked away on the mantle shelf. Thanks to the organizers for a great day, lots to see and well catered for in the food line, to PINKIE the M.C. for the day, well done.



Bob and Marg were awarded the trophy for "Best Car of the Day" in the Most Original class donated by the Hawkesbury Towing Service.

Trabant

The **Trabant** is a car that was produced by former East German auto maker VEB Sachsenring Automobilwerke Zwickau in Zwickau, Sachsen. It was the most common vehicle in East Germany and was also exported to countries both inside and outside the communist bloc. The main selling points was that it had room for four adults and luggage in a compact, light and durable shell and that it was fast (when introduced) and durable. With its mediocre performance, inefficient two-stroke engine, noxious fumes and production shortages, the Trabant is often cited as an example of the disadvantages of centralized planning; on the other hand, it is regarded with derisive affection as a symbol of the failed former East Germany and of the fall of communism (in former West Germany, as many East Germans streamed into West Berlin and West Germany in their Trabants after the opening of the Berlin Wall in 1989). It was in production without any significant changes for nearly 30 years with 3,096,099 Trabants produced in total. The name, meaning 'satellite' or 'companion' in German, was inspired by Soviet Sputnik. The cars are often referred to as the **Trabbi** or **Trabi**, pronounced *TRAH-bee*. Since it could take years for a Trabant to be delivered from the time it was ordered, people who finally got one were very careful with it and usually became skillful in maintaining and repairing it. The lifespan of an average Trabant was 28 years. Used Trabants would often fetch a higher price than new ones, as the former were available immediately, while the latter required the infamous long wait.

There were four principal variants of the Trabant, the **P50**, also known as the **Trabant 500**, produced 1957-1962; the **Trabant 600**, produced 1962-1964; the **Trabant 601**, produced 1963-1991; and the **Trabant 1.1** produced 1990-1991 with a 1,043 cc (63.6 cu in) VW engine (making the "1.1" a slight misnomer). The engine for the *Trabant 500*, *600* and original *601* was a small two-stroke engine with two cylinders, giving the vehicle modest performance. At the end of production in 1989 it delivered 19 kW (26 horsepower) from a 600 cc (37 cu in) displacement. The car took 21 seconds from 0 to 100 km/h (62 mph) and the top speed was 112 km/h (70 mph). There were two main problems with the engine: the smoky exhaust and the pollution it produced—nine times the amount of hydrocarbons and five times the carbon monoxide emissions of the average European car of 2007. The fuel consumption was 7 L/100 km (40 mpg; 34 mpg). Since the engine does not have an oil injection system, two-stroke oil has to be added to the 24-litre (6.3 U.S. gal; 5.3 imp gal) fuel tank every time the car was filled up, at a 50:1 or 33:1 ratio of fuel to oil. Gas stations of the time in countries where two-stroke engines were common served premixed gas-oil mixture from the pump. Today, owners normally carry a container of two-stroke oil in the car for this purpose. The earlier models have no fuel gauge; a dipstick is inserted into the tank to determine how much fuel remains.

.. The Trabant was a steel monocoque design with roof, bootlid/trunklid, bonnet/hood, bumpers/fenders and doors in Duroplast, a form of plastic containing resin strengthened by wool or cotton. This helped the GDR to avoid expensive steel imports but, in theory, did not provide much crash protection, although in crash tests it allegedly performed superior to some contemporary Western hatchbacks. Because the car lacked a fuel pump, the fuel tank was placed high up in the engine compartment so that fuel could be fed to the carburettor by gravity; a trade-off of this design is an increased fire risk in front-end accidents. The Trabant was the second car to use Duroplast, after the "pre-Trabant" **P70** model (1954–1959). The duroplast was made of recycled material, cotton waste from Soviet Union and phenol resins from the East German dye industry, making the Trabant the first car with a body made of recycled material.

Production of the Trabant on April 30, 1991 reached 3.7 million vehicles.

Members please note: There will not be a publication of the "Restoration Ramble" next month (September) as my wife and I will be holidaying in New Zealand. For information on all Club Runs, please contact Ken Gazzard.

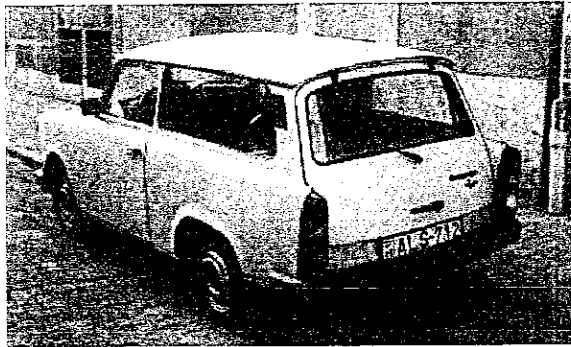
TRABANT MOTOR VEHICLES



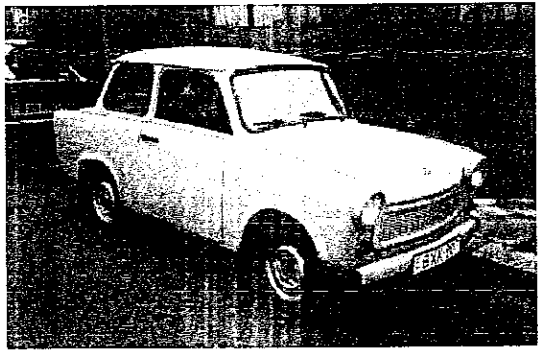
P50 First Model 1957 – 19625



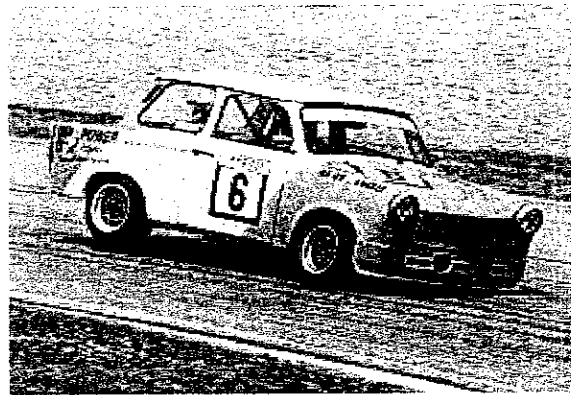
Some owners used them to tow caravans



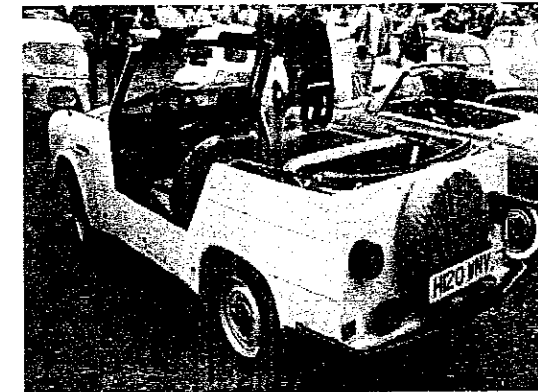
Universal Estate Wagon



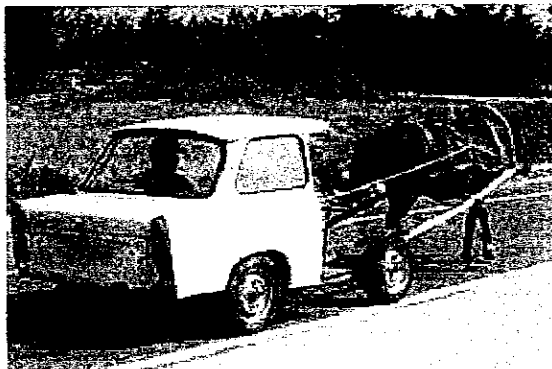
P -601 Family Sedan



Some owners raced them!



Trabant Tramp – The jeep look-a-like



One horse power model



Also used by the German Army

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



FOR SALE & WANTED

Please note, advertisements will run for three months unless you advise the editor to the contrary.

- For Sale:** 1951 Jaguar Mark 7- 4 Door, Black Duco, Red leather interior in good con.
Some rust in footwells, factory fitted (rare) 3.4 litre 6 cycl. Xk 120 motor.
Contact Andy for more info. Ph. 0428 261 242
- For Sale:** 1924 Studebaker Motor just done 1,000 klms. New tyres,
Condell Park \$23,000 Trading Post
- For Sale :** 1966 Humber Vogue Auto, good tyres, orig. tools, workshop manual
In running order, no rego. tidy appearance
Contact Bill Robertson Ph. 4681 8767
- For Sale:** 1974 Volvo, white, 164E showing 245K's, unregistered for last 11 years. Always
shedded , very straight, leather seats. Deceased estate.
Offers Kevin Penson: 63645202
- For Sale:** 1923-24 Rugby New radiator, gearbox & diff overhauled, all new bushes, king pins
and shackles. Engine not rebuilt, lots of spares.
Contact Richard Cormick Ph. 4889 9655 (Berrima)
- For Sale:** 1947 Rover 12HP Saloon Earlier restoration, engine & gearbox rebuilt,
New tyres, good leather seating, lots of new & used parts, Historic rego
Contact Jon Sibley Ph. 02 6368 7147
- For Sale:** 1926 Dodge Tourer Semi restored, mechanically fully restored, new brakes
Needs trimming, some parts available. \$10,000 or offer
Contact Bruce Ph. 02 6342 4410
- For Sale:** 1973 Triumph 2500 – Jasmine white, in good cond. On club plates. Ready to rally
Contact Noel Ritchie Ph. 6942 2520 (Cootamundra)
- For Sale:** 1979 XD Falcon Wagon, 4.1 - registered till Sept. genuine 128 K's, towbar
1 owner who is surrendering licence. Asking \$2000. Tony Ash 63627213
- For Sale:** 1963 MGB VGC, red with black trim, recon gearbox, new clutch, electronic ign.
unleaded head. Rego MG.009 \$18,000 ono
Contact Ed Gilmore 02 4232 3087 (Wollongong)
- For Sale:** Triumph TR3 A - 2 Litre engine rebuilt & used on road for 3,775 miles, low port
head, extractors, HS6 SU's, thin belt pulley conversion, rack & pinion steering, disc
brakes roll bar, chassis gusseted for extra rigidity, spare set of wheels & tyres, lots
of other modifications & bits. Used in Regularity from 1991-2002.
Repainted in Le Mans Red. (car is currently unregistered)
Offers around \$22,000. Contact Alan Mitchell (02)6361-4732 (Orange).

Wanted: 1949/1952 Ford V8 F1 18cwt truck. Contact Bruce Marriott (02) 63677225