

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

# Restoration Rambler

January 2011

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



Messerschmitt KR 200

# ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



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*Key holders are indicated by \**

Meetings are held in the Club Rooms on the Third 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.

No President's Report this magazine but we are looking forward to Kerry's first report next month.

**Vale**

Graham Ivan Draffin 1945 - 2010

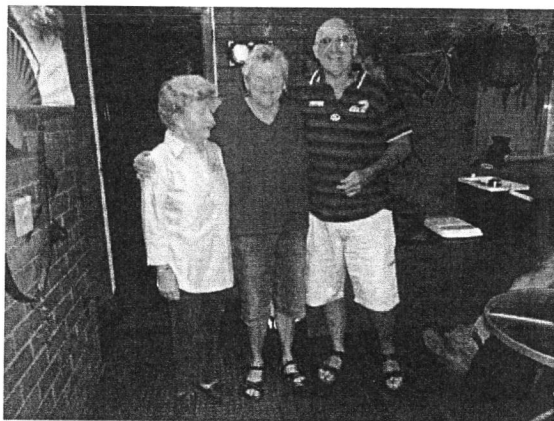


Members were saddened and shocked at the sudden death of Graham Draffin on the 27<sup>th</sup> December. He suffered a major heart attack and died at hospital. Graham and his wife Marion had moved to live at Laurieton only four months ago after selling their farm at Manildra. His funeral service was held on Friday 31<sup>st</sup> December at St. Agatha's Church Pennant Hills, with several of our club members attending. Graham had been the editor of the Restortion Ramble and was a keen member of our club having owned an A model Ford and an MGB as club cars. Sympathy is extended to Marion and the family.

**Supper Roster**

<b>January</b>	Lloyd Stevens John & Leigh Streatfeild
<b>February</b>	George Tait Ian & Julie White
<b>March</b>	Peter Amos Col Barnes

With inclement weather prevailing for the Tuesday outing to Lake Canobolas, Ken and Kath invited everyone to their home where we had a most enjoyable BBQ and evening.



Kath with Dot and Bob



Brian and Mary, Lachlan, Karyn and Catlyn

Members are reminded that annual fees (\$40) are now due. Law requires that to drive a vehicle on historic registration you must be a financial of a Car Club

# 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.

#### January

- Tuesday 11<sup>th</sup> Meet at Cook Park at 6:00 pm. for a run out to Lake Canobolas where we will have a BBQ tea. – BYO food and drinks.
- Monday 17<sup>th</sup> Monthly Meeting at the Club House 7:30 pm. This will be the 1st meeting for the new committee.
- Wednesday 26<sup>th</sup> **Australia Day** Members may choose to attend either the celebrations at Cook Park ( Breakfast ) or lunch at Carcoar. Make your own arrangements and times. Also on the 26<sup>th</sup> NRMA Motor Fest - C.B.D. Sydney.

#### February

- Sunday 6<sup>th</sup> **Bathurst Swap Meet.** Make your own arrangements.
- Tuesday 8<sup>th</sup> Meet at Cook Park 11am. Travel Ophir Road, Cullya Lane, Gazzard's Lane, Burrendong Way to the Robin Hood Hotel for lunch.
- Sat 12<sup>th</sup>/Sun 13<sup>th</sup> **Gnoo Blas Classic weekend.**
- 11<sup>th</sup> /12<sup>th</sup> / 13<sup>th</sup> **OBERON HIGHLANDS STEAM & VINTAGE FAIR.** Make your own arrangements.
- Sunday 13<sup>th</sup> National Servicemen's Association of Australia Memorial Day Parade  
Check details with Bob McNeill .
- Monday 21<sup>st</sup> Monthly Meeting at the Club House 7:30 pm.
- Sunday 27<sup>th</sup> to Sunday 6<sup>th</sup> March. **OZ50 Mini Expo.** Check details with Bob McNeill.
- Sunday 27<sup>th</sup> **Orange Expo** at the PCYC.
- Sunday 27<sup>th</sup> Orange Swap Meet. Orange Showground

#### March

- Tuesday 8<sup>th</sup> Mid week run. TBA latter.
- Monday 21<sup>st</sup> Monthly Meeting Club House 7:30 pm.
- Saturday 26<sup>th</sup> **Blayney Show**

#### APRIL

- Saturday 2<sup>nd</sup> **Cumnock Show**
- Monday 18<sup>th</sup> Monthly Meeting Club House 7:30 pm.
- 22<sup>nd</sup> / 25<sup>th</sup> BUSH COUNCIL RALLY. Great Lakes ( Forste r- Tuncurry )

#### MAY

- 6/7/8<sup>th</sup> **AUTUMN TOUR ORANGE.** For pre 1931 Vehicles ONLY.  
Contact Peter Amos 6366 3152
- Sat/Sun 14<sup>th</sup>/15<sup>th</sup> **Orange Show**
- Monday 16<sup>th</sup> Monthly Meeting Club House 7:30 pm.

### Other Events

#### January

- Sunday 27<sup>th</sup> **Mudgee Swap Meet**

#### February

- Sunday 20<sup>th</sup> Sydney Annual Swap Meet ( Hawkesbury Showground )
- Sat 25<sup>th</sup>/Sun 26<sup>th</sup> **Ballarat Swap Meet**

#### March

- Saturday 5<sup>th</sup> Lockhart Truck Show
- Saturday 12<sup>th</sup> Temora Rural Museum – Open Day

#### April

- 22<sup>nd</sup> to 25<sup>th</sup> **Austins Over Australia Rally - Forbes**

# Messerschmitt KR200

The **Messerschmitt KR200**, or *Kabinenroller* (Cabin Scooter), was a three-wheeled bubble car designed by the aircraft engineer Fritz Fend and produced in the factory of the German aircraft manufacturer Messerschmitt from 1955 to 1964.

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## History

Messerschmitt, temporarily not allowed to manufacture aircraft, had turned its resources to producing other commodities. In 1952, Fend approached Messerschmitt with the idea of manufacturing small motor vehicles. These were based on his Fend Flitzer invalid carriage.

The first of Fend's vehicles to enter production at Messerschmitt's Regensburg factory was the KR175. The title *Kabinenroller* means "scooter with cabin".

While the Messerschmitt name and insignia were used on the car, a separate company, incorporated as Regensburger Stahl- und Metallbau GmbH, was created to manufacture and market the vehicle.

## Messerschmitt KR200



<b>Manufacturer</b>	Regensburger Stahl- u. Maschinenbau, Regensburg, Germany
<b>Also called</b>	Kabinenroller, Karo
<b>Production</b>	approximately 40,000
<b>Predecessor</b>	Messerschmitt KR175
<b>Successor</b>	None
<b>Class</b>	Microcar
<b>Body style(s)</b>	bubble-top coupé, convertible, or roadster; two seats in tandem.
<b>Layout</b>	RMR layout
<b>Platform</b>	Messerschmitt Kabinenroller
<b>Engine(s)</b>	Fichtel & Sachs two-stroke single cylinder, operable in both directions of crankshaft rotation
<b>Transmission (s)</b>	Four speeds forward or reverse (depending on engine rotation), sequential, unsynchronized.
<b>Wheelbase</b>	79.9 in (202.9 cm) <sup>[1]</sup>
<b>Length</b>	111.0 in (281.9 cm) <sup>[1]</sup>
<b>Width</b>	48.0 in (121.9 cm) <sup>[1]</sup>
<b>Height</b>	47.2 in (119.9 cm) <sup>[1]</sup>
<b>Curb weight</b>	506 lb (229.5 kg) (curb) <sup>[1]</sup>
<b>Related</b>	Messerschmitt KR175 Messerschmitt KR201 (roadster) FMR Tg500
<b>Designer</b>	Fritz Fend

## Bubble canopy

Entry to most KR models except the KR201 Sport Roadster and a corresponding Tg500 version was through a canopy door hinged on the right side of the vehicle. The door included all the windows (windshield, window frames on all but the Roadster models, folding top on Roadster and Kabrio models, and acrylic bubble on other versions) and the frame in which it was set, extending from the right side of the monocoque tub to the left. On Sport Roadster models, the canopy was fixed and there was neither a top nor any windows at all, only a tonneau cover.<sup>[9]</sup>



KR200 Kabrio; the folding top replaces the bubble in this version.



Messerschmitt Kabinenroller with Yilmaz Onay and Erol Keskin in Turkey. 1968

The bubble top on the KR200 was simplified over that of the KR175 by the use of a larger curved glass windshield that formed A-pillars with the side window frames. This allowed the bubble to be simpler and more compact than the KR175 bubble, and it was consequently easier and less expensive to produce. The windshield wiper, manual on the KR175, was electric on the KR200.

## Engine and transmission

The KR200 ran on a 191 cc (11.7 cu in) Fichtel & Sachs air-cooled single cylinder two-stroke engine positioned in front of the rear wheel, just behind the passenger's seat. The engine had two sets of contact breaker points and, to reverse, the engine was stopped and then restarted, going backwards. This was effected by pushing the key further in the ignition switch than normal, whether intentionally or not. One result of this was that the KR200's sequential, positive-stop transmission provided the car with the same four gear ratios available in reverse as in forward movement

The KR200 replaced the KR175 in 1955. While using the same basic frame as the KR175 with changes to the bodywork (notably including wheel cutouts in the front fenders) and an improved canopy design,<sup>[6]</sup> the KR200 was otherwise an almost total redesign. The rear suspension and engine mounting were reworked, and hydraulic shock absorbers were installed at all three wheels. Tire sizes were enlarged to 4.00x8.

Retailing for around DM 2,500, the KR200 was considered an instant success with almost 12,000 built during its first year. A maximum speed in excess of 90 km/h (56 mph) – despite a claimed power output of only 10 PS (7 kW; 10 hp) – reflected the vehicle's light weight.

In 1956, Messerschmitt was allowed to manufacture aircraft again and lost interest in Fend's microcars. Messerschmitt sold the Regensburg works to Fend, who formed Fahrzeug- und Maschinenbau GmbH, Regensburg (FMR) to continue production of the KR200 and his other vehicles.

In 1957, the KR200 Kabrio model was released, featuring a cloth convertible top and fixed side window frames. This was followed by the KR201 Roadster without window frames, using a folding cloth top, a windscreen, and removable side curtains. A Sport Roadster was later offered with no top and with the canopy fixed into place so that the driver would have to climb in and out at the top of the car.

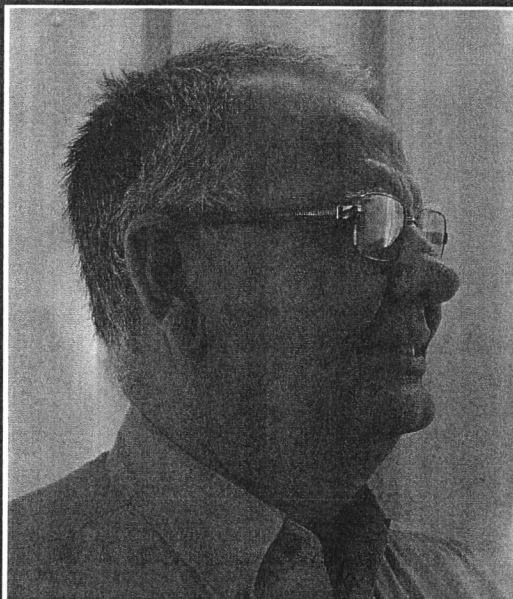
Production of the KR200 was heavily reduced in 1962 and ceased in 1964 as sales had been dropping for a few years. The demand for basic economy transport in Germany had diminished as the German economy boomed. A similar situation developed in other parts of Europe such as in the manufacturer's biggest export destination, the United Kingdom, where sales were particularly affected by the increasing popularity of the Mini



Les and Sandy Cridland have recently purchased this new vehicle believed to be the only one in the Southern Hemisphere.



### 1964 Austin Paralanian



### Profile of the new CHMC President

Rodney Bradley, married to Adrienne, has lived in Parkes NSW since birth.

Has been a member of the Parkes Antique Motor Club Inc for 20 years, President for two terms, 1997– 2000, 2003-2010.

Is an Auto Electrician by trade, working in the same premises for 46 years, the last 30 of which were as a partner in the business. Disposed of the business and “retired” 6 years ago to potter around a couple of days a week servicing and delivering mobility equipment. Is going into fair dinkum retirement in December, having tired of travelling up to 60,000km per year and working up to 50 hours per week.

#### Rodney Bradley

He has been a member of the NSW Fire Brigade for 43 years, and retired in July 2010 as Deputy Captain of the Parkes Brigade. The most dramatic fire experiences being controlling a fire in a fuel depot in Parkes, and cleaning up after a goods train derailed and tipped off its load of cyanide.

He is currently the chair of the Welcome Congregation of Parkes Uniting Church

Presently owns 1957 FE Holden Special sedan, 1958 Austin Lancer, and 1955 Daimler Conquest. Has had 1928 Ford A Tudor, and Dennis Light Four fire appliance. The most famous heritage motoring achievement was having the Daimler used as the Mayor’s car in the film “The Dish”.

Rodney has been following the commentary in Heritage Motoring magazines and the reviews of Conditional Registration in some other parts of Australia. His vision for the CHMC is to preserve the NSW HCRS and especially the traditions surrounding its origin.

# ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

ODAMC wishes to thank the following sponsors for their assistance in publishing this magazine

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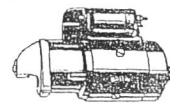
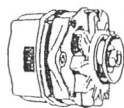
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## ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



### FOR SALE & WANTED

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

- For Sale :** **Morris Minor** Split windscreen, complete except radiator. 3 spare doors and boot lid  
Contact: Peter Fitzpatrick 6922 4882 ( Wagga Wagga ) **\$500 the lot**
- For Sale:** **1985 BMW 323i 3 Series Convertible.** Motor rebuilt 2 years ago, rego to March 2011  
Has been used as a club car for the last 5 years. 211Ks, white Duco/black upholstery.  
Contact: Stuart 6366 5154 ( Orange ) **\$3,500.00**
- For Sale:** **1946 Ford 4 ton V8 Truck.** Not going but ideal for restoration. **\$2000**  
Contact: Clive Ph. 6942 6053 ( Cootamundra)
- For Sale :** **1964 Rover P5 - 3Ltre Automatic** Rego to Sept.2011, very original, new brakes, booster, generator and distributor. New fuel pump and gearbox seals. New tyres.  
Very good original interior, all tools. Goes very well, health issues force sale  
Accept any reasonable offer dew to relocating. **\$8,750.00** ono  
Contact: Terry Perks Ph.6362 6122 (Orange)
- For Sale :** **1947 Studebaker** – 6 cycl,3spd manual, elect. O/D, Exc. Con, fully restored.  
Mechanically A1, lovely to drive, on club rego.  
Ph. 0402 229 274 ( Wollongong )
- For Sale:** **1970 MGB Mk11** Roaster, O/D gearbox, soft top and fibreglass hardtop, engine recon. by Gulsons Canberra. Red duco. Needs a home where someone will use it and enjoy it.Travelled less than 200 klms. last year. Long Rego - AR34BY. **\$15,500.00**  
Contact: Richard 6366 3075
- For Sale :** **1963 Ford Zephyr Mk111** 3 Spd. Automatic – beautiful! 43ks. only, Top order  
Cootamundra car since new, on club plates  
Contact;Clive 6942 6053 **\$10,000.00**
- For Sale:** **½ Chassis 1948 Chev Truck** Front axle, 10 stud rims, steering box and wheel,  
good bumper bar. Make an offer  
Contact: Bob McNeill 6362 0239
- For Sale:** **2 x Morris Minor front seats – red leather** Excellent condition  
Contact: Stuart Jones 6352 4506 ( Lithgow ) **\$350 the pair**

.....  
**Wanted: 1949/52 Ford V8 Freighter 18 cwt Ute**

Contact: Bruce 6367 7225

**Wanted: Speedo** – 3 inch 'Stewart Warner' or similar to fit a 1928 Rugby

Contact: Peter Amos 6366 3152 ( Millthorpe )

**Wanted: Jaguar XJ6 1969/79 model** Must be in good condition

Contact: Vince Amor ( Dubbo ) 6884 5702

**Wanted: Parts or complete Van.** 1958 CA Bedford

Contact: Des Cobham Mob: 0419 730 764 (Gold coast)