

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Restoration Rambler

August 2012

Web Page <http://odamc.org.au/>

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



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2012

PATRON	Leon McFadden	6362 1087	
PRESIDENT	* Kerry Risstrom	6365 1280	risstromlakes@yahoo.com.au
VICE PRESIDENT	Keith Packham	6366 8015	
SECRETARY	* Rob McKenzie	6366 7234	dimity.mckenzie@bigpond.com
ASSISTANT SECRETARY	Bev Holland	6362 4744	
TREASURER	* Kevin Penson	6364 5202	
ASSISTANT TREASURER	Bob Boaden	6365 2274	robertboaden@bigpond.com
EDITORIAL TEAM	Chris Bromley	6365 9224	cbromley111@optusnet.com.au
	Kevin Penson	6364 5202	
PUBLICITY OFFICER / SOCIAL SEC.	Kevin Penson	6364 5202	
PROPERTY OFFICER	* Ken Gazzard	6361 8801	kengazzard1@bigpond.com
LIBRARIAN	Ron Shewin	6362 0262	
ASSISTANT LIBRARIAN	Dick Jane	6365 1242	
PUBLIC OFFICER	Kevin Bowyer	6362 7138	
EVENTS CO-ORDINATOR	* Peter Amos	6366 3152	amos@bigpond.net.au
EVENTS COMMITTEE	Ken Gazzard	6361 8801	
	Keith Packham	6366 8015	
	Bob Boaden	6365 2274	
	Kerry Risstrom	6365 1280	
	Charles Stammers	6365 1351	cpstammers@ix.net.au
	John Streatfeild	6368 4443	
REGISTRATION OFFICER	Bernie Schell	6360 0563	
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SCRUTINEERS	Bernie Schell	6360 0563	
SCRUTINEERS ASSISTANT	Chris Bromley	6365 9224	
	Keith Packham	6366 8015	
	Stephen Halls	6362 9851	
	* Bob McNeill	6362 0239	bob.mac@cirruscomms.com.au
	Kevin Ryan	6368 2793	
Delegate for BUSH COUNCIL	Keith Packham	6366 8015	
Alternate Delegate	Peter Amos	6366 3152	
MANAGEMENT COMMITTEE	Leon McFadden	6362 1087	
	Bruce Heinrich	6365 5300	plus 4 committee members
	Bob Boaden	6365 2274	
Web-site	odamc.org.au		
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.

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

President's Report July meeting 2012

After spending the weekend in Mudgee playing my favorite role as Gran Ma I was able to join the rest of our monthly travelers for a welcome baked lunch at the Mumble Hotel. It was good to see such a display of antique vehicles in the car park of the pub, which by the time I had arrived the enterprising publican had already taken a number of photos and was displaying them on the big screen just above the bar. No doubt it will keep the patrons entertained for the week following our visit.

The club members then made their way out to Don Mariott's property for an afternoon of who knows what. No doubt we will hear all about their adventure at the next meeting. I will expect a full report. I headed straight on home to other commitments.

A rally meeting was held at our club rooms the Wednesday following the July monthly meeting. Initial plans for the Autumn tour were discussed. Venues need to be confirmed and booked and runs set in place. More details on that at a later date.

Entries are now flowing in for the Canobolas Country rally and we expect a good attendance. At the time of writing this rally is only **nine weeks** away.

The Father's day lunch has still not been decided and we also need to plan our Christmas party. Sometimes spontaneous decisions can often be the most surprising and the most memorable. I have an idea to put to the club at the August meeting.

By the time of our next meeting the mid week people will no doubt have another adventure to tell us working folks about. The Dubbo truck show and the Eastern Creek display will all have happened. (For my liking there has been much too much talk of retirement. I'm not sure I like hanging around all these people with time on their hands.)

Our editor has been inserting pages from the Bush Council bulletin. I hope our members are reading these articles and keeping themselves informed as to what the Bush Council is all about and staying abreast of the current legislation regarding the running of our historic vehicles. This is the only way we can keep our favorite hobby *on the road* and make informed decisions. Please read.

Happy rambling,
Ms Kerry Risstrom.

Orange District Antique Motor Club Inc

EVENTS CALENDAR 2012

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.
For further information on any event contact Peter Amos phone 6366 3152 mob. 0411 966 882

AUTHORISED CLUB RUNS

August

- Thursday 2nd Mid-week Run. Lunch at the Mountain Tea House. Leave Cook Park **11:00am**.
Travel out via the Pinnacle.
- Sat/Sun. 11/12th Dubbo Vintage Truck & Tractor Show – Dubbo Showground
- Monday 20th Monthly Meeting at the Club House 7:30pm.
- Sunday 26th Leave Cook Park 10:00am for a morning tea stop at the Roadside Rest Area Vittoria.
Travel on to the Motor Museum at Mt. Panorama for a visit before having a BBQ lunch in
in the grounds. BYO – public BBQ available
- Sunday 26th Dubbo – “Hub of the West” Swap Meet. Car and Bike Show
- Sunday 26th King’s School – All British Day

September

- Sunday 2nd Father’s Day Run. A lunch venue yet to be decided. If you have a suggestion, let us
know at the August meeting.
- Thursday 6th Mid-week Run. Lunch in the park at Cudal. Travel out Cargo Road and turn right onto
Bowen Park Road. - BYO or purchase at local shops.
- Monday 17th Monthly Meeting at the Club House 7:30pm.
- Sunday 23rd Working Bee at the Club House 9:00am start
- Frid. 29th/Sat.30th/Sun.1st October **Canobolas Country Rally** – Entries to Kevin Penson

October

- Thursday 4th Mid-week Run. TBA
- Saturday 13th Trunkey Show –Theme “Proud to be Australian” Prizes for best dressed Aussie – fly an
Aussie flag on your aerial! wear Green & Gold on the day - leave Cook Park **9:00am**
Parkes Antique Motor Club - Annual Swap Meet. Gates open 7:00am, Admission \$4.
- Sunday 14th Parkes Antique Motor Club - Annual Swap Meet. Gates open 7:00am, Admission \$4.
- Monday 15th Monthly Meeting at the Club House 7:30pm.
- Saturday 27th Carcoar Show. George Tait has invited members to display their cars – free entry
leave Cook Park **9:30am**
- Sunday 28th Monthly Run. TBA

November

- Thursday 1st Mid-week Run. TBA
- Saturday 17th Old Errowanbang Woolshed – Blade Shearing Display – Leave Cook Park **9:30am**
- Monday 19th Monthly Meeting and **AGM**. at the Club House. 7:30pm.
- Sunday 25th Rego Day at the Club House.

December

- Saturday 1st Christmas Party at the Club House – more details later

Swap Meets and Other Events – non club runs

- Sunday 5th August Canowindra Swap Meet
- Sunday 19th August CMC/ Shannons - Eastern Creek Classic Car Display
- Sunday 2nd September Cootamundra Father’s Day Swap Meet

Supper Roster

August Ray Dwyer Brian Ferrier/Mary	September Ken Gazzard Jim Coomber	October Bev Holland Don Marriott
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

EDITORS RAMBLE

This month sees the Third and final part of the report from NSW council of heritage Motor clubs. Titled "Discussion with RMS with the principle manager, safer vehicles NSW centre for road safety". Interesting reading.

Canobolas Country Rally application form.

The cover page also now includes the web address for the club (added above the postal address)

Leon sent in an article from the 'Bush Telegraph' magazine titled 'Old Vehicles and Heritage'.

That he has edited for inclusion into this months magazine along with an article titled 'Australian Historic Motoring Federation' that relates to the Robert Shannon Federation. Thank you Leon.

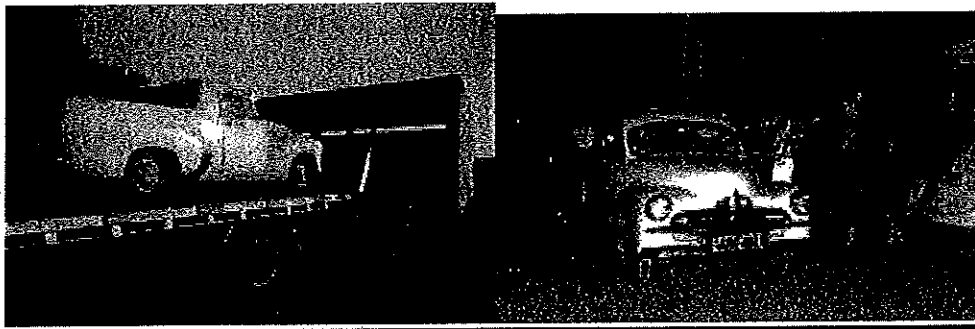
For those members that have not received the updated 'Register of club members' that Bruce has completed, they are added and posted out to you with this month's magazine. Thank you Bruce.

An article taken from the Pittwater Motor Enthusiasts Mag regarding the use of historic plates reads,

HISTORIC PLATES

'Holders of Historic Plates should be aware that the RTA may require proof that you are out on an approved club run and travelling on a designated route. Carrying the club magazine may be prudent. Other journeys must be logged with the permits officer'

Bob sent in a story and a couple of pictures of his beloved FJ Ute. The second picture was taken when it was three days old and the owner was heading off on his honeymoon in 1954



My Ute

After several years of annually servicing the FJ for the original buyer, Gordon Miller, the owner decided it was time for the old girl to go to a new home, MINE. So onto the truck it went before Gordon changed his mind. After a full check over, the work began to fix the brakes [seized], a couple of rust repairs, fit new universals and rear wheel bearings. Front brgs looked Ok [another story] Motor had been repaired by Magrath holden in 1974, so contacted them for history, the retiring service manager had worked on and remembered the ute from his apprenticeship, quote [owned by the duck farmer in cedar road] correct. Other than the trip to Alice Springs in 2005, we have kept to short runs and have had very few problems for an original vehicle. We are off to the All Holden Day [again] 4 & 5th August, smile value 10/10, Aussie Icon YOU BET. Marg and Bob.

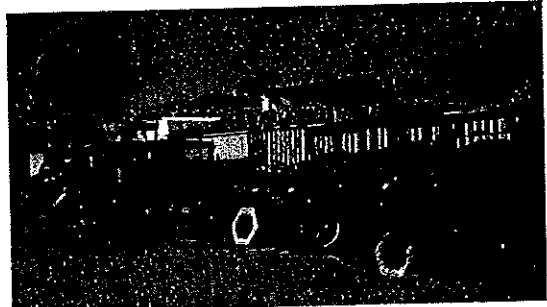
Don't forget, my contact details are 63659224 or 0428659224 and my email is cbromley111@optusnet.com.au for any information, news, interesting stories or pictures, or anything that we can add to the newsletter and all would be gratefully appreciated.
Regards, Chris.

Run to Mumbil

On Sunday the 22nd July, sixteen members enjoyed lunch at the Burrendong Hotel at Mumbil. The menu, "Gourmet" roast lamb and apple pie with ice cream which was very nice. The crew from Orange were quite surprised when they arrived at the Hotel to find the Packhams, Rolfes and John Lee already there. After lunch it was onto Don Marriott's place "Sorrento" to check out his sheds and to have afternoon tea. It was a very pleasant day out although the headlights on the Rugby could have done with an extra power boost in finding its way home in the dark. – Peter Amos



"Driver Reviver" Stop at Stuart Town



Parked at the Hotel



Enjoying their meal



In the Dining Room



The Pub Guard Dog



Sharyn and Don at "Sorrento"

Discussions with RMS – 1st March 2012

Keith Simmons: Principal Manager - Safer Vehicles - NSW Centre for Road Safety

This meeting was follow up on a response from the Minister for Roads & Maritime Services to Council's letter seeking exemption for older historic vehicles from the child restraint regulations relating to children under seven years of age.

Also in attendance for RMS were Dan Leavy, Manager Regulation and Recalls and Dr Basuki Suratno, Manager Research and Restraints.

Keith Simmonds was familiar with the content of Council's letter to the minister and confirmed he had a part in preparing the response received by Council. In essence, the response restated the reasoning behind the Ministerial Order for conditional exemption.

I explained that the Ministerial Order was proving to be fruitless since our members have been unable to engage a single licensed certifier prepared to make a written statement that it is "not reasonably practicable" to fit seatbelt anchorages to a historic vehicle. Council reiterated reasons for seeking an unconditional exemption.

The following comments summarise the main points in our discussion.

- Community expectation is that our roads are safe places. Death and injury is unacceptable, particularly if it can be avoided. Someone is responsible for taking action. Responsibility for safe operation of the road network lies with RMS.
- Nothing is perfect. RMS focus is to minimise risk of death and injury. Risk is a function of exposure, likelihood and consequence. In the case of heritage vehicles, exposure and likelihood are low but consequence is high. On this analysis our vehicles present serious concern to the authority responsible for keeping death and injury statistics as low as possible.
- Exposure and likelihood are factors heavily influenced by the current generation of historic vehicle operators. Will future generations who take over operation of these vehicles have a different culture of behaviour with potential for serious consequence? RMS are mindful of this possibility and make it one reason for erring on the side of safety.
- I received a fairly clear message that pursuing a change to the Australian Road Rules (ARR) is unlikely to get results. Local jurisdictions have the legislative power to adopt, modify or reject any recommendation in the ARR and NSW, in its present disposition, is clearly not willing to support the exemption we seek.
- RMS are hearing differing views on child restraints in historic vehicles from other state and territory jurisdictions. As a result, RMS do not believe their stance is necessarily out of step with a national consensus which does not exist.
- RMS agreed to look at a ministerial order to see if exemption can be given for parades and fund raisers.
- No guidelines for assessing "not reasonably practicable" were prepared for inspectors. RMS has agreed to look at preparing some guidelines and would welcome input from CHMC.

And on other topics:

- RMS were interested in Council's understanding of replica bodied vehicles. The context was clearly fibreglass bodies, kit cars and modified vehicles and related to issues - e.g. re-bodied vehicles, VSBs and the VSCCS - being addressed at the moment with ACMC.
- RMS made an undertaking to consult Council when developing policy.
- Dan Leavy expressed his pleasure in the meeting and discussions.

In summary the meeting was very worthwhile even though I am not optimistic of a better outcome on the child restraint issue. However, it would be wise for Council to develop a credible, close relationship with this department. They are very open to doing that – at least for the moment.

Jason Hodge - Acting Manager- Registration & Vehicle Management

This is my usual contact point. The department is still in a state of flux due to ongoing restructure of the RMS. It is likely to still exist in similar form but be repositioned in the Transport Department.

Summary of the major items of discussion follows.

- Enquiries about a 90-day logbook scheme have dropped off. The issue seems to have died.
- The CRS for Rally Vehicle Enthusiasts - based on a MOU - has not yet been approved but will be finalised eventually.
- The idea was floated that a Memorandum of Understanding (MOU) and CAMS involvement may be a suitable model to follow for a future version of HCRS. I did not respond warmly to this idea totally but it is clear RMS would like to deal with a single peak body and to be confident a recognised organisation, having appropriate skills, is taking responsibility for dating and roadworthiness of historic vehicles. Council could take on all these roles but are we prepared to do it?
- A review of HCRS will take place in the future. It is RMS policy to review all conditional rego schemes. Other issues often take precedence so a time frame is not available. RMS have undertaken to have CHMC involved in any review.
- Most HCRS information circulating in public is disseminated by the Grafton Office. The H/O guys have not really been aware of the extent but are taking more interest now. Obviously H/O are wanting to get a feel for what is working and not working out there in rego land. I think this is a positive development.
- An interesting comment was made. RMS have to register a '32 Ford bodied car as a '32 Ford even if the vehicle is a modified car. This practise is at the heart of many of our problems and has troubled me for some time. In our hobby, and particularly HCRS, we need authenticity. The RMS description does not guarantee authenticity.

The feeling I came away with is that it is time for Council to establish a position to take in future negotiations. We need to address issues such as peak body representation, vehicle authenticity, vehicle use, certification and compliance, administrative involvement - there may be others to add. It is fairly certain to me that our position in the future will be different to today.

Don Turvey: CHMC/RMS Liaison Officer

REGALIA

New members may wish to know about our club colours and suggested clothing to wear on Club Runs or at car club functions.

Club Colours - Orange / Black / White

Casual wear – a White Polo Shirt (with collar) with the club cloth badge sewn onto the lefthand pocket.

Dress Shirt – a blue Shombray Shirt (ladies or gents) with the club emblem enbroided on the lefthand side. – available at the Orange Clothing Co. Sale Street Orange.

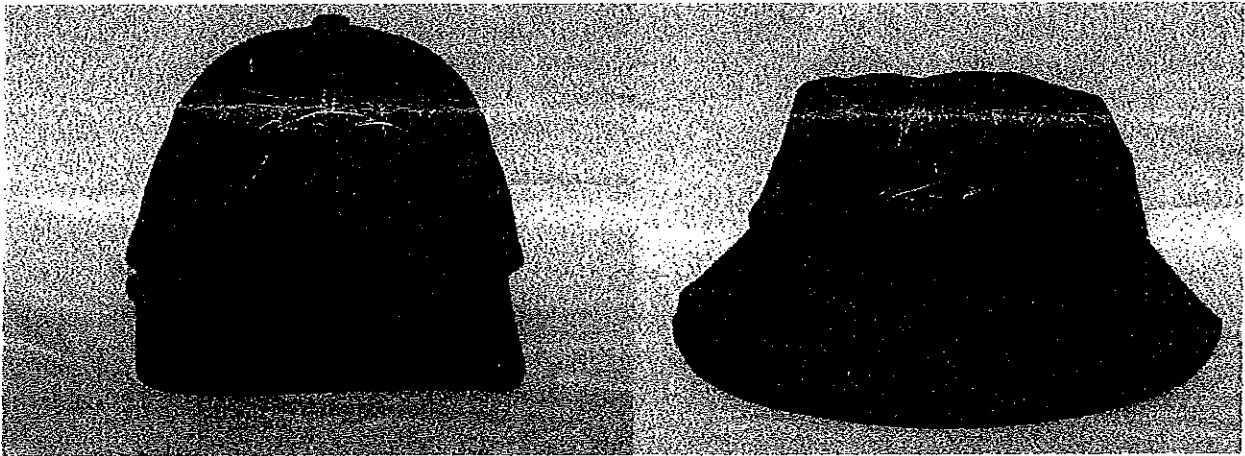
Jumper – a Black jumper may be worn with the club cloth badge sewn on the lefthand side.

These articles of clothing may be worn with Jeans or any other casual dress.

Hats & Caps – see photos

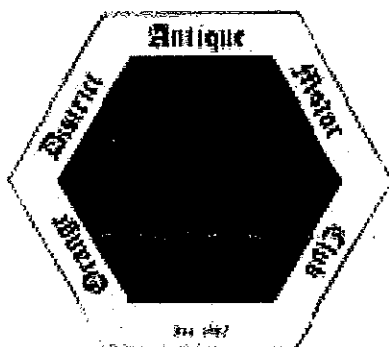
Cloth Badges \$5:00 **Windscreen Stickers \$2:00** **Metal Car Badges \$25:00**

All articles are available from Kevin Penson our club Treasurer.

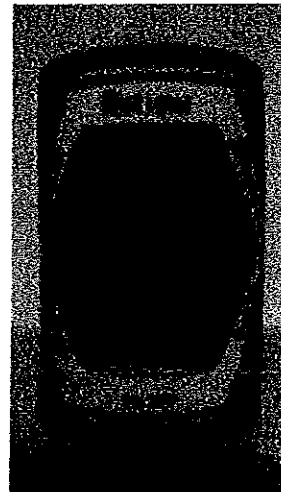


CAPS \$12

HATS \$14



Windscreen Sticker \$2:00



Stubbie Holder \$5:00

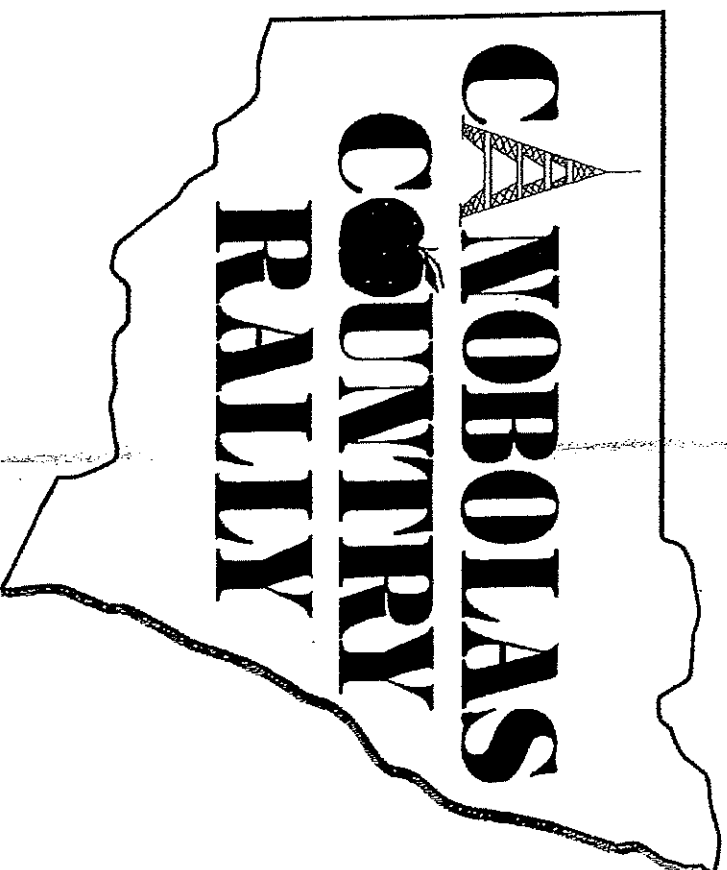
Please complete this form, mail it to the address on the front
and keep a copy for your own records

	Cost	Number	Amount
Saturday Morning Tea	No Charge		
Saturday Lunch	\$5.00		
Saturday Dinner – Adult	\$32.00		
Saturday Dinner – Child	\$16.00		
Sunday Morning Tea	\$5.00		
Sunday Lunch - Adult	\$25.00		
Sunday Lunch – Child	\$12.00		
Sunday Dinner – Adult	\$10.00		
Sunday Dinner - Child	No Charge		
Monday Breakfast	No Charge		
Entry Fee			\$50.00
Total			

Cheques payable to ODAMC
The Treasurer
524 Yellowbox Rd
Manildra NSW 2865

Orange District Antique Motor Club Inc

Invites you to



29, 30 September and 1 October 2012

Canobolas Country Rally

Certification

I certify that all the details in the entry form are true in every respect and that I am the holder of a current driver's licence and the vehicle is insured*. I agree to abide by the regulations of the Rally and the instructions of the Rally Director and the Marshals, and all road and traffic laws, including speed limits, by-laws and regulations and to show due courtesy to all users of the roads.

SPECIAL CONDITIONS:

The owner of the vehicle entered and the driver thereof and passengers whilst participation in the event shall do so on condition that they will have no claim against ODAMC or the Committee thereof or the sponsors of the event or their respective officials, servants or agents for any personal injuries or damage to the vehicle entered whether or not the same shall be caused or contributed to by act or omission or negligence on the part of the ODAMC or the Committee thereof or the sponsors of the event or any of their respective officials, servants or agents.

Any conditions not governed by the regulation for the rally will be adjudicated upon by the Rally Director whose decision shall be final. All vehicles must have a current Registration label displayed.

*All vehicles must carry a minimum of Third Party Property Damage Insurance Cover

Hosted by Orange District Antique Motor Club Inc

Address Correspondence to: Phone 02 6364 5202
Kevin Penson
Treasurer
524 Yellow Box Rd
Manildra NSW 2865

Name:.....

Address:.....Phone:.....

Vehicle Make:.....Type:.....

Year:.....Plate No:.....

*Insurance Co:.....Policy No:.....

Expiry Date:.....Club:.....

*Vehicles must have a minimum of Third Party Property Damage Ins.

ACCOMMODATION: Attached is accommodation
Information – accommodation is the responsibility
of the entrant

ENTRY: An entry fee of \$50.00 per vehicle must
accompany the entry form.

Signature of Entrant:.....Date:.....

Please sign and return this entry form

Old Vehicles and Heritage.

"History is Bunk", is a statement attributed to the world's most famous car maker, Henry Ford. If he ever did make this emphatic statement, he certainly did not act upon it. Despite his eccentricities---, or perhaps because of them, he built up a remarkable collection of historical objects. Everything from old locomotives to a sample of Thomas Edison's dying breath. The Henry Ford Museum today, is living proof that he certainly did not believe that " history is bunk".

Ford's role in the development of the automobile, his regard for history, and the incredible collection which he amassed, gives us a convenient point from which to consider our old vehicle hobby and its place in the wider heritage context.

Historians have been quick to draw a distinction between " Fixed Heritage" meaning architecture and historic sites, and " Movable Heritage", that vast range of items which are portable. Our hobby of Heritage Vehicles, of course falls into this latter category.

Somewhere between " History is Bunk", and the active collection of historical objects, Ford would have come to grips with the all important question of why it is important to preserve the material things from our past. Perhaps classified as souvenirs from times gone by. However, they are more than that. Through studying these preserved artifacts, we can learn and interpret so much of what has gone on before. It is only when we really understand our past that we can confidently and competently face our future.

We of course record our history in the printed word, and that amazing invention, the photograph. However, preserving our material heritage is much more tangible and compelling. We can see, touch,, in some cases hear and even smell a three dimensional example of our history. I am sure that Henry Ford. That enigmatic but intensely practical man, was quick to realise this.

We who are involved in the heritage vehicle movement can knowingly smile and nod in approval. We've known about the concept for years. But where do our old vehicles fit into the general heritage movement?

For many years, the built environment has been recognised for its historical importance. The National Trust, The Historic Houses Trust, and a range of planning requirements have been responsible for preserving a fine range of our architectural heritage. These agencies were part of a broad based community

The individual, owner-operator approach to our hobby has enabled a great range of vehicles to be retained. Not only the rare and exotic, but the historically representative, common, everyday vehicles of the past have been preserved. In the final analysis, these latter vehicles are the ones which will most truthfully interpret our motoring history. Where would the historic validity of the film industry be, when presenting the past if it did not have access to the range of heritage vehicles preserved.

The vehicles saved and preserved by the Heritage Vehicle Movement have much to offer the researcher of social, economic and industrial history. The ever changing design qualities in vehicle design tells much of the process of manufacturing, and the transition from wood and metal construction, to modern plastics and carbon fibre. Styling changes reflect, fashions in art and industrial design. The wide range of available makes and models is witness to the history of consumerism and the wide range of financial means in society.

Australia has, by world terms, a unique motoring history. It is characterised by local conditions and a small local market. Some makes and models were indigenous to Australia and this is reflected in our store of preserved vehicles. Indeed, many would claim, with good evidence, the birth of the ute can be claimed to have originated here. The steady growth and character of our local motor manufacturing industry, while at times troubled, is reflected in our own heritage vehicles. Much can be learned about our motoring history, and can only be learned by examining those vehicles fortunately and carefully preserved by members of the movement.

A story was told of a much revered early family vehicle, that was considered average in its day. This vehicle took a wife needing urgent medical assistance in a difficult birth to the help she needed and the happy result has now spawned a family dynasty. A cherished old car now a much respected part of a family history. Many such vehicles steeped in the history and development of communities now still reside in those communities due to the existence of the Heritage Vehicle Movement.

The Heritage Vehicle movement also preserves and promotes the social activity in many communities. To us involved in the movement, it is the enjoyment of history, both to us and the people and communities we come to know.

movement which saw whole suburbs like The Rocks, Glebe, and others classified for their historical importance, and saved from developers. These places and country streetscapes like Maldon and Gulgong are rich reservoirs of our architectural heritage.

Consideration of movable heritage immediately brings to mind thoughts of "planes, trains and automobiles". The high cost of purchasing, restoring, preserving and meeting the stringent operating conditions of historic planes, trains and let's not forget to a lesser extent shipping has the effect of restricting private ownership, and the number preserved. However, many dedicated, community groups and companies to their credit have taken up this task. A benefit derived from this dedication is the passing on and preservation of the skills needed to be successful in these endeavours.

Apart from our transport history there is a vast range of moveable heritage items and these are very much in the hands of individual enthusiasts and small community museums. Stationary engines, farm machinery, mining and industrial equipment, tools and a myriad of domestic items are in these safe hands.

Our own Heritage Vehicle Movement fits very neatly into the broad spectrum of our preserved history. It is, in the main, eminently suited for the private owner/enthusiast where the physical logistics and costs are more suited to the individual. This is one of the movements great strengths, as individual pride and attention can be lavished on these vehicles. Moreover, it allows a flexibility for these vehicles to not be mere static exhibits, but to be used out in the public domain, on roads that they were designed for. This has led to the creation of an enlightened registration scheme a historic development in its own right, which has greatly assisted the growth and survival of the movement.

Being out on the public roads and driving our vehicles has been a unique way of displaying the heritage value of our movement to the community at large. We should not forget the valuable commercial benefits many communities derive from our movable heritage. There is enormous goodwill, and heritage knowledge resourced into communities and fellowship created between those within and outside the movement. Such movements are more vibrant, a far more dynamic heritage event, far more compelling, than any museum could ever hope to be.

Australian Historic Motoring Federation

CHMC Delegates report

I would like to remind all our members once again of the **AHMF Robert Shannon Foundation**.

This foundation was established by the AHMF in 2003 in the memory of Robert Shannon who was an avid historic car enthusiast and founder of Shannons Ins. The **AHMF Robert Shannon Foundation** has no connection at all with the Shannons Insurance organisation.

The purpose of the Foundation is to encourage people under the age of thirty to become involved in the restoration and preservation of historic vehicles up to 30 years old.

The Foundation may

- Assist with the actual cost of restoration work
- Help with the purchase of specialist tools or equipment
- Contribute toward TAFE or other educational fees
- Contribute to any project considered worthwhile by the Trustees

Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or actively working on historic vehicles is eligible to nominate for a grant.

Before completing an application form an individual or group must seek the support of a local historic vehicle club. This Club must be affiliated with the appropriate state council. The supporting club must complete the relevant section of the application form and forward the application to its state council for endorsement.

Submissions for a grant must be lodged with the AHMF before the 1st of June each year.

To find out more and obtain an application form log onto the AHMF website at www.ahm.org.au and click onto the Robert Shannon button

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
FOR SALE AND WANTED

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

For Sale: BBQ trailer, immaculate condition. This trailer has been resprayed with a new cover. Has been fitted with a four burner gas BBQ and has some accessories. Would suit club or group campers. \$800 ono Inquiries to Trish on 6227 5799 ACT

For Sale: 1967 Humber Super Snipe series VA. Several years on Club rego, white, major engine overhaul and rear springs replaced 23,000 miles ago, new tyres, new shockers, new water pump. Asking \$6,000 ono. Phone Kim on 02 62518308 ACT

For Sale: 1923-1924 Rugby. Complete car, new honeycomb radiator, gearbox and diff overhauled. New front springs. All chassis bushes replaced, new king pins and shackles. Engine not rebuilt. Plus spares: Two engines dismantled, two gearboxes and clutch, headlights, guards and cowl, Speedo, front axle and wheels, brake parts, chassis, steering box, radiators and lots more. \$4,500.00
Contact Bill Betts Ph. 0429 333 769

For sale; 1926 Stuedbaker Director. 2 door coach. Good solid reliable car Restored to original condition. First time advertised for sale .One owner for the past 18 years.
\$22,000.00
02 49372508

For Sale: 1930 Whippet 96A Tourer. All good wood, 6 volt electrical, all good tyres, good wooden wheels, updated tail shaft, near new vinyl roof and side curtains, runs well, on club rego
\$18,500 ono Contact John 02 9631 2350 mob.0419481188.

For Sale: 1925 Buick Standard Six. Older restoration, full NSW rego. Just Cars - July issue
Ph. 0447 221 106 \$14,950 neg.

For Sale: 1928 Willys Whippet 96, new paint, exc hood, side curtains, interior and tyres. Great rally car. Just Cars – July issue \$15,000 ono
Ph. 0429 956 221 Vic.

For sale:1928 Standard Coventry, Fairly complete, missing 1x front guard, generator with dissy or magneto and a couple of gauges.5.00 x 20 tyres. Some spares available, such as head, gear boxes, windscreen frame.The vehicle is close to Orange and pictures are available from Bob on 63613958

Wanted: Up to 1970 Ute. Must be Auto and in top mechanical and physical condition. Would also consider panel van or station wagon. Contact Leon 63621087.

Wanted: Pair of Full Eliptic springs to suit buggy,40ml wide,900ml between centres.
Contact Kevin Penson 63645202

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
 ODAMC wishes to thank the following sponsors for their assistance in publishing this magazine

Barry Tate's Quality

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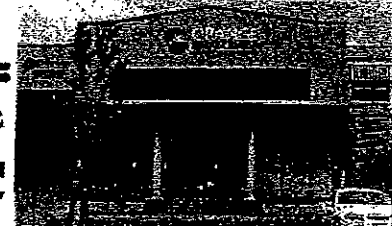
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