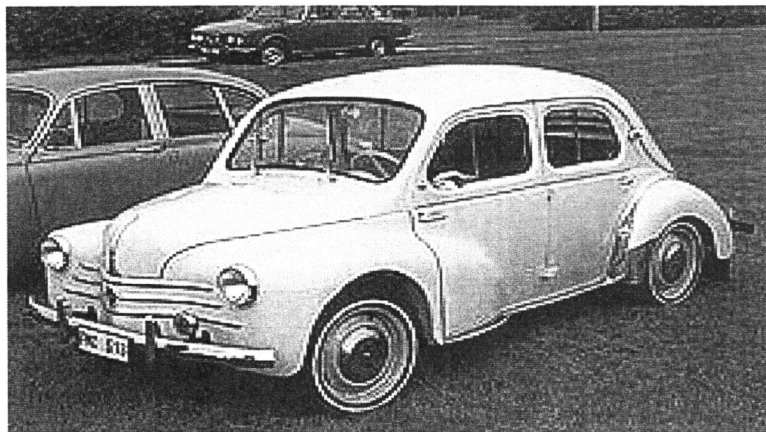


ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Restoration Rambler

February 2011

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



Renault 4CV - Manufactured from 1946 to 1961

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.

President's Report February 2011

Welcome to the first President's Report for 2011. Already the New Year is proving to be full of events and activities, with the Bush Council Easter Rally and the Autumn Tour looming large on the horizon there will be plenty to keep most club members busy and out of trouble.

It was pleasing to see so many members at our January meeting, getting the year off to a good start. I hope as many members as possible participated in any of the Australia Day activities held around the district. A respectable roll up attended the Carcoar Day. Unfortunately my little "B" had a bad hair day and decided not to go. More on that later.

A lovely dinner was held at the Robin Hood Hotel to farewell Terry and Noelene Perks. I'm sure they were pleased with the evening reminiscing over old times with some of the long term club members.

From all reports the Oberon Highland Steam & Vintage Fair was an outstanding success and can only get bigger and better. Bob Mc Neill will no doubt give a full report at our next meeting.

The Gnoo Blas Classic once again proved a popular event for motoring enthusiasts of all sorts. Thanks to Ken Gazzard for attending to the shade tent and banner and his early arrival to secure our spot on the field. Keith Packham and I were lucky to attend the dinner held at the Orange Ex Services Club on the Saturday evening. It was a good exercise in observation for organizing our up coming rallies. The Daybreak Rotary *Experience Orange Expo* will be a chance to showcase our club to the wider community. I hope this proves to be a successful day for us.

I am looking forward to the year ahead as President and feel privileged to be in the position. With the help of all club members and everyone doing their bit I feel sure we can have a successful year doing what we do best. That is, keeping the historic car movement on the road.

The Little "B" has two brand new batteries and now the white line just disappears under the bonnet.

Happy rambling... Kerry Risstrom. President.

Supper Roster

February	George Tait Ian & Julie White	March	Peter Amos Col Barnes	April	Bob Boaden Kevin Bowyer
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Have you paid your FEES?

Members who have not renewed their club fees (\$40) before the next publication of the Restoration Rambler will not receive the magazine. It is also illegal to drive a vehicle on Historic rego unless you are a financial member of your club.

Members wishing to enter the Autumn Tour are reminded that the closing date is 20th April.

Have you checked our Web- site out yet? Andrew McDougall is doing a great job and is always looking for photos and interesting car stories to add to our Web-page if you would like to contact him.

I hope readers of the Restoration Ramble have been enjoying my "write-ups" on some of our unique motor vehicles of the past. This month I have chosen the Renault 4CV with one of our members George Tait being the proud owner of one. It is not the same car he owned (similar) in his early years being in business when he would drive clients around in it. This car was also used by George and Pat to drive their first son Greg home from Crown Street Women's Hospital. ED.

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

February

- Monday 21st Monthly Meeting at the Club House 7:30 pm.
Wednesday 23rd Bush Council Easter Rally 2013 Meeting at the club house 7:30 pm
Sunday 27th / Sunday 6th March **OZ50 Mini Experience**
Check details with Bob McNeill.
Sunday 27th Experience Orange Expo. To be held at the PCYC.

March

- Saturday 5th Working Bee and Clean up at the club house 8:30 am start please.
Sunday 6th Wellington Swap Meet
Tuesday 8th Mid week run. Meet at Cook Park 10:00 am for morning tea. Then to Molong for lunch at the Freemason's Hotel. Travel home via Peabody Road and Borenore.
Monday 21st Monthly meeting club house 7 30 pm.
Saturday 26th BLAYNEY SHOW. Vehicles to be at the showground by 10:00 am. Free entry for the driver. Open top cars needed for the Grand Parade.
Sunday 27th Orange Swap Meet.

April

- Saturday 2nd CUMNOCK SHOW. Don Marriott will donate lunch to one member per car.
Monday 18th Monthly meeting club house 7:30pm.
22nd/25th BUSH COUNCIL RALLY. Great Lakes [Forster-Tuncurry]
22nd/ 25th Austin's Over Australia at FORBES.

May

- 6/7/8th AUTUM TOUR ORANGE. For pre 1931 Vehicles ONLY.
Contact Peter Amos 02 63 663152.

Other Events.

- June Sunday 19TH Parkes Car Club run to the movies at Manildra.
Oct Sunday 16th Parkes Swap Meet.

Mark it on the Calender

- November Sunday 20th REGO DAY 8:30 am. Have your vehicle and papers ready.

Renault 4CV 750 - France's Beetle Kept A Secret

Ever wondered what a French equivalent to a Volkswagen Beetle may look like? After all the French are renown as designing their cars 'by committee.' Well, here's the result of a Beetle-inspired French design.

And, it ain't half bad

The Renault 4CV was manufactured between 1946-61 with the same criteria that was given to Mr Porsche for the Beetle: 'a cheap to run people's car'. Its appearance is not quite like a Beetle, but the similarities are there for all to see. Add in the fact that it has a rear engine and ...

The 4CV was developed in secret by Renault while France was under German control in WW2.

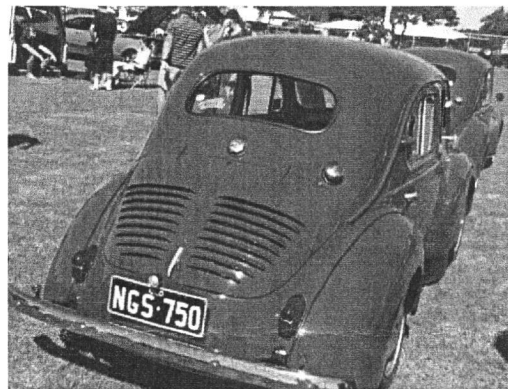
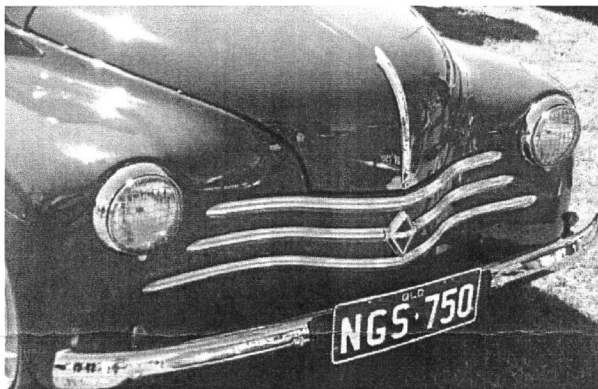
Renault was at the time under orders to produce only commercial and military vehicles. But, the plucky Renault engineers had other ideas. They also felt eventually Germany would be defeated and in the post-war era there would be a need for a cheap to run car ... and Hitler's Volkswagen seemed to be a good role model, if you could forget who inspired it. Also, it was not French like Renault, which at the time had a factory sitting in the middle of the Seine in what is now 'old' Paris.

The Renault design team of Fernand Picard, Charles-Edmond Serre and Jean-Auguste Roilfo had ideas of a small, economical vehicle. It was obvious after the war money and fuel would be in short supply, so the market would not sustain anything other than a cheap car to buy which had to be economical to run.

By 1942 the first prototype was ready and two more followed as the war drew to a close in 1945.

The secret work by the engineers paid off when the Renault 4CV was presented to the public at the 1946 Paris Motor Show.

Not all the feedback was positive. Some described the car as 'La motte de beurre' or in English 'the lump of butter.' This was not just due to the car's appearance, but also that they were painted in a yellow colour, left over from paint used for German army vehicles. Unlike the two door Beetle the Renault actually had four doors, albeit the front two doors opened forward as suicide doors. Large vents dominate the boot lid over the 748 cc engine that boasted 15.7 kW of power and 45 Nm of torque at 2000 rpm.



In line with the grunt are the performance figures: the standing quarter mile in just over 26 seconds and a top speed of 95 kmh.

But a heater demister was standard and it had four wheel independent suspension.

Like the Beetle the storage area was, well ... tight.

Power was run through a three speed manual transmission.

That the CV 750 stayed in production for 15 years speaks volumes for its design and performance.

By 1949 it had sold more than 37,000 units and was the most popular car in France. It sold more than 1.1 million units, the first French car to do so, and is therefore a revered automobile to this day in this part of Europe. Eventually the 4CV was replaced by the Renault Dauphine. Despite its conservative drive train, the car was used extensively as a race car, not only in Europe but also in Australia.

It raced at Le Mans in 1952 where it came 15th and 17th, even though this was 100 laps behind the winning car.

In Australia it took part in the 1960 Armstrong 500 at Phillip Island, the fore runner to the 'Great Race' the Bathurst 1000.

Australia Day 2011 Cook Park

Report by Bob McNeill

Peter

With the forecast of a hot day an early start was required, so the ute arrived at Cook Park about 7am followed by a walk home for brekky and the Mini was ready to roll, a big crowd this year, long line up for those after the cooked breakfast, quite a range of cars and bikes turned up, plenty of stalls and jumping castles for all ages to enjoy. The day stayed cloudy up till lunch keeping the temp down, a couple of drops of rain then out came the sun making the afternoon very warm with most packing up and heading off by 2.30pm. ODAMC was well represented with 10 cars. 2 x model A - Fords, early Chev, Jeep + trailer, Mini, FJ ute, Vauxhall, Desoto, Austin, Torana [Marg and Kevin, Adrian Bowyer] a good day had by all who attended. I'm sure that I spotted Richard Bloomfield's car circling the Park about 9.00am.



The White family enjoying the day under the trees at Cook Park.



Was Streaty broken down or just showing his car off!



Don Marriott with his Jeep and trailer



Bob & Dot had the day out "Topless"

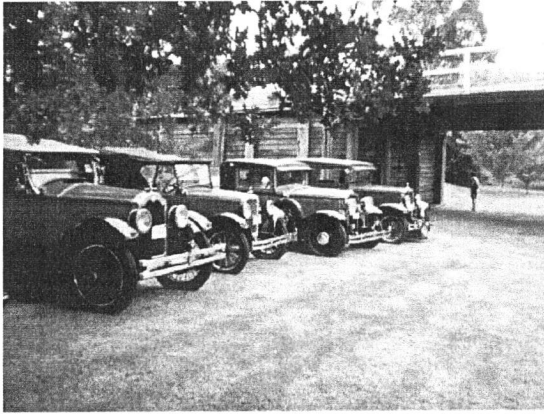


Bob & Marg's Mini

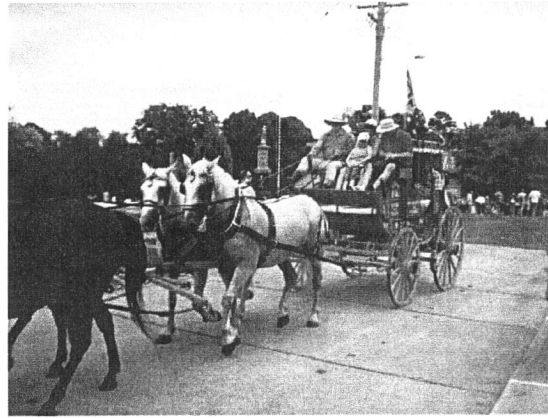


The 2 Ians in deep conversation!

Australia Day 2011 at Carcoar



Member's cars parked down near the river

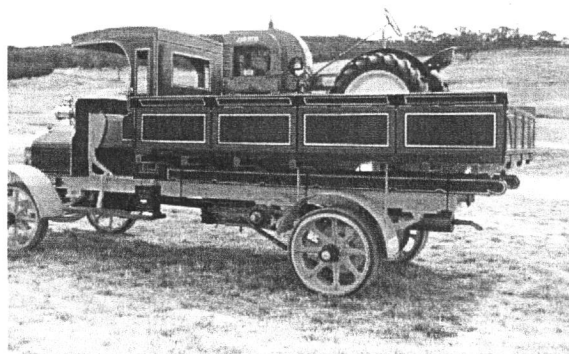
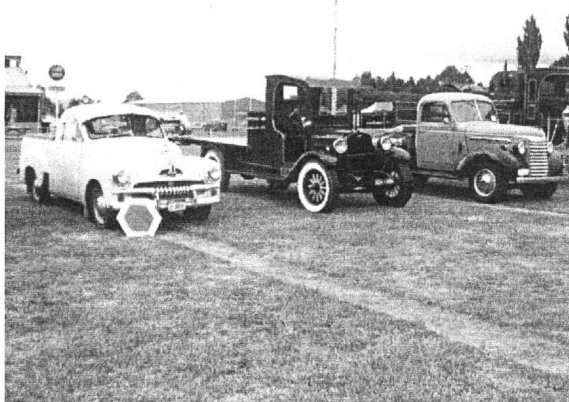


Families enjoying a ride on the 'Cobb & Co.' Coach

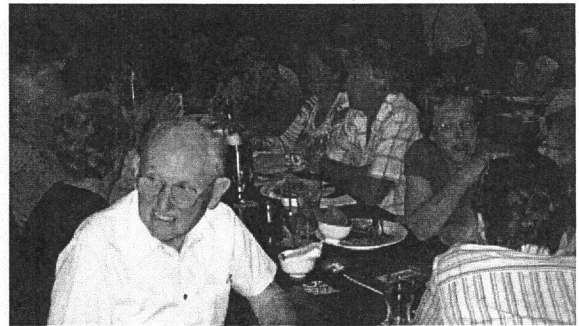
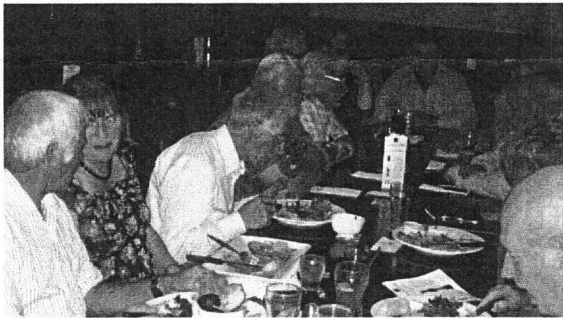
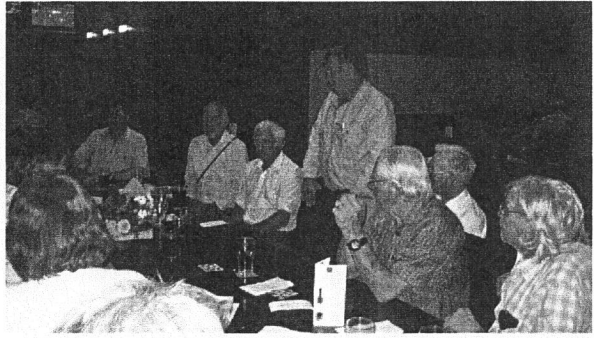
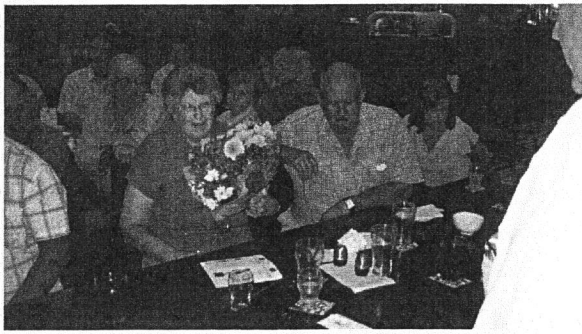
Oberon Highland Steam Festival

Report by bob McNeill

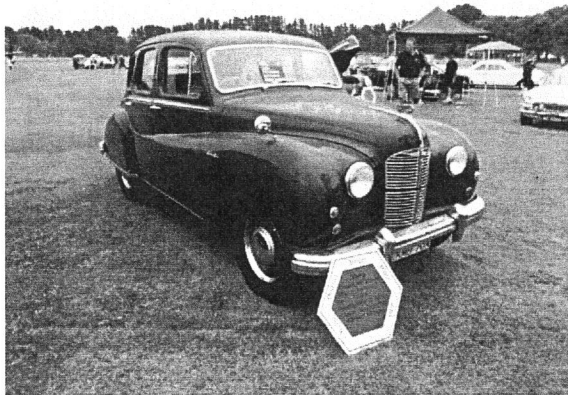
Oberons Highlands Steam festival is over for another year for the entrants and once again a very well organised w/end was had by all. From the start on Friday morning for the run to the Mayfield Gardens [one of the events sponsors] every corner of the Sports ground was abuzz. Mayfield Gardens is nothing short of spectacular, a work in progress for over ten years with something for everybody to enjoy even if you've been before please go again, even the chooks can't complain. Back to the main event, the biggest collection of Trucks and Tractors and engines seen in Oberon packed the display area on Saturday morning, with a lot arriving just in time for the Massive street parade, things slowed down a bit when 50 mls of rain laid the dust, most of the cars moved on with quite a few returning on Sunday. The dinner went ahead, most of the campers stayed put, some got wet feet, most just carried on enjoying themselves. Sunday dawned foggy but dry and a large crown came thru the gate but at lunch time it was time to pack up and head for home. With a 3 level loading ramp the tractors and machinery quickly moved away and in no time the arena thinned out. To the organizers Three cheers well done, not one winge heard all w/end. To all who came thanks you made the event a pleasure to be at. Oberon as a town thanks for having us and continue to support the FAIR. David you and your fellow club members and volunteers should be very happy [tired but happy] with this years magnificent display and the way that it all came together, again' THANKS' Bob Mc Neill Quite a few ODAMC members and their cars seen over the w/end.



Farewell Dinner for Terry and Noeline Perks



Gnoo Blas Classic Car Display



Kevin & Margaret Bowyers 1950 Austin A70



Don & Kerrie Layards VW

Change to Victorian Club Registration

Report by Kevin Penson

For 2011 Victorian Roads have revised their club permit scheme.

Under the scheme, permit holders will no longer be restricted to club sanctioned activities when using their vehicles. Vehicles will be able to be used at any time for any purpose.

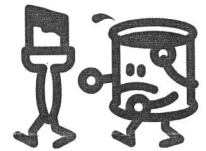
However they will be restricted to 90 days per year.

Club financial members will be able to apply for either a 90 day permit or a 45 day permit depending on expected usage. The 45 day holder may apply for a second 45 day permit during the year but 90 days will be the maximum.

Vehicles will have a log book which has to be filled out for any journey over 100 metres from the vehicles garage address.

I believe South Australia has been using the same system for some-time. Maybe N.S.W could consider this same scheme in the future.

Young Paddy got a job as a road line-marker. On his first day he painted eight kms, then six kms on the second day and three kms on the third day. His boss went mad, saying Paddy was getting worse and worse each day. Paddy, looking exhausted explained "that is because the paint bucket gets further and further away each day!"



ELECTRICAL THEORY BY JOSEPH LUCAS

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd..

And remember: "A gentleman does not motor about after dark."

Joseph Lucas "The Prince of Darkness"

1842-1903

A few Lucas quips:

The Lucas motto: "Get home before dark."

Lucas is the patent holder for the short circuit.

Lucas - Inventor of the first intermittent wiper.

Lucas - Inventor of the self-dimming headlamp.

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

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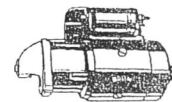
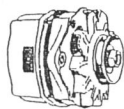
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



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:** **1929 Chevrolet Tourer** Older restoration, club rego, hydraulic brakes, ex. upholstery
and hood. Cinnamon Brown & Cream in colour, new spokes/battery, good rubber
Eng.#R1263637 **02 4392 1097 N.S.W \$25,000 o.n.o**
- 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 :** **1960 Messerschmitt KR200** Restoration completed 1,000 klms ago. Club rego
Great performer. Eng#2938352 HS4976
Phone 07 3399 2763 Mob. 0427 744 772 QLD **\$33,000 o.n.o**
- For Sale:** **1954 Renault 4CV Deluxe** Fully restored, green with cream int. Car is registered
in Vic. No rust, no dings. Cruisers all day at 60 MPH. Eng# 395381 RRS258
Phone 03 5463 2317 Mob. 0428 549 740 Vic **\$4,000 o.n.o**
- For Sale :** **1963 Triumph Spitfire** Convertible with hardtop, rego to Dec 2011, Mag wheels
Lots of spares, low profile tyres.
Phone 02 4982 3703 Mob. 0418 421 007 **\$10,000**
- 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:** **1930 Ford Model A Coupe** Has been in a shed last 39 years. No rust, new motor
Restore or drive as is. VIN: 2GYN059
Phone 07 3801 5737 Mob.0412 831 956 QLD. **\$18,000**
- For Sale:** **Assorted Model-A Ford Parts**
Phone lan 6365 8359 (Orange)

.....
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
Claxton Horn with manual winding handle

Contact: Peter Amos 6366 3152 (Millthorpe)

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

Contact: Vince Amor (Dubbo) 6884 5702

Wanted: E.I.C Magneto 180 Twin to suit a Douglas – Veteran

Contact Kevin Penson 6364 5202 (Manildra)