



Orange District Antique Motor Club Inc.

Restoration Rambler

February 2016

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

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



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

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*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

EVENTS CALENDAR 2016

All events start from Kite Street outside Cook Park at 10.00am unless advised otherwise.
For further information on any events contact Peter Amos phone 63 663152 mob 0411966882

February

- Thursday 4th Travel via Blayney, Neville for lunch at Newbridge Hotel
Sunday 7th Bathurst Swap Meet
Saturday 13th & Sunday 14th Gnoo Blas display Jack Brabham Park \$10.00 entry fee
Dinner Saturday evening \$45.00 per head
Friday 11th - Sunday 14th Highlands Steam Festival Oberon
Sunday 14th National Serviceman's Day Newman Park
Monday 15th Monthly Meeting at the Club House 7.30pm
Sunday 21st Sydney Super Swap at Clarendon
Saturday 27th Blayney Show free entry for driver
Sunday 28th Run to Wyangala Dam BYO everything

March

- Thursday 3rd Travel to Euchareena along Burradong Way then to Molong for lunch return to Orange via Borenore
Saturday 5th Cumnock Show and Crookwell Potato Festival
Sunday 6th Wellington Vintage Fair & Swap Meet
Sunday 20th Run to George Tait property Sunny Downs morning tea at Cook Park BYO lunch
Monday 21st Monthly Meeting at the Club House 7.30pm
Friday 25th to Monday 28th Council of Heritage Motor Clubs rally at Temora

April

- Thursday 7th Run to Trunkey Pub for Lunch or BYO
Sunday 17th Morning tea provided at Packham's at Molong, travel to Larras Lee to visit Ralph Chrystal's collection of areophane DC 3 sausage sandwich provided for lunch numbers needed, return to Orange with an afternoon visit to Dave and Larna Perry's property
Monday 18th Monthly Meeting at the Club House 7.30pm
Monday 25th Anzac Day Orange

May

- Thursday 5th Run to Wellington for lunch at Soldiers Memorial Club or Federal Hotel or BYO
Friday 6th to 8th Dubbo Antique Automobile club, Autumn Tour Dubbo
Monday 16th Monthly meeting at the Club House 7.30pm
Sunday 22nd National Heritage Motoring Day
Sunday 22nd Visit Abercrombie House Bathurst, Morning tea at Blayney at 10am Travel to Bathurst via Mid-Western Highway BYO all morning tea. Entry and light lunch at Abercrombie House \$28.00 per person tour starts at 11.15am
Saturday 28th and Sunday 29th Bathurst gold country rally at Bathurst.

Events that are not authorized Supper Roster

<i>February</i> Bev Holland Richard Jane	<i>March</i> John Jennings Frank Johnson	<i>April</i> David Kain John Lee
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
President's report for January 2016

Well here we are in January the festive season is still on, I hope we can have a varied and interesting year, with club events and activities.

Out points system for the year will start on 1st January 2016.

I would like to thank Vice President Kerry for conducting the AGM most positions remain the same with the exception of secretary and we have Graham Mansell has volunteered to fill this position.

I would like to welcome our two new members Owen and Anne McGill and Bob and Joy Campbell.

We have had an events committee meeting before the December meeting and have put together the calendar for the first half of the year which can be changed if necessary.

Our first event for this year is the twilight run to Lake Canobolas which in the past has been well attended with BYO BBQ tea or picnic.

With this new log book system trial you do not have to participate if you don't want to you can still use the old system of permission to move when attending runs that are not nominated run for the club it is up to the individual if they do the trial or not.

Members who have NRMA insurance for vintage cars need to check if they are covered for outside of club runs there have been quite a few emails regarding this question.

The Christmas party was well attended all seem to have a good time thankyou to the members who helped.

Yours in vintage motoring

Keith

ABERCROMBIE HOUSE VISIT
SUNDAY 22ND MAY 2016

This run **WILL NOT** start at Cook Park we will meet at Blayney for morning tea at 9.30am then travel to Bathurst on the Mid Western Highway and proceed to Abercrombie House. The tour starts at 11.15am for about one hour, then stay and have a light lunch in the ballroom as follows;

Individually plated fresh cut plump sandwiches on white & whole meal bread with fillings of fresh roast chicken, smoked ham & tomato & fresh salad; as well as platters of fresh seasonal cut fruit; home baked cakes; with locally blended English Breakfast Leaf Tea, plunger coffee supplied by award winning local coffee blender Fish River Roasters; lemon juice cordial infused with mint leaves; & water.

Cost for tour and lunch \$28.00 per head.

Numbers will be needed for the April meeting or ring Keith, as we will have to book with Abercrombie House

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
Monthly GENERAL MEETING
Monday 18th January 2016

Opened: 7.30pm by President Keith Packham.

Members present: 23 Members who signed the attendance book.

Visitors: Don Eisenhower, David Mackay, Ray Miller & Alan Buckley.

Apologies: Peter Amos, Kevin Penson, Graeme Mansell, Kerry Ristrom, Owen & Anne Magill.

Minutes of previous meeting: Moved Andrew Sharpe and 2nd Bernie Schell that the minutes from the previous meeting be accepted as printed in the club magazine.

CARRIED.

Business arising:

- Club house improvements – addition to external weather protection.
- Question of additional security and installation of alarm system.
- Rally badge display board. (See under general business for further discussion on each item).

Correspondence in:

- Wangarang account for \$48.51 magazine printing.
- Membership renewals for Anthony Dowler, David Toy, Hilton Gay, Charles Stammers & Owen Magill.
- Invitation and flyers for Rosewood Tractor Pull/Truck & Car Show on 5th-6th March 2016.
- Magazines from five various clubs.

Correspondence out: No outgoing correspondence.

Moved Richard Bloomfield and 2nd Chris Bromley that the correspondence be accepted as read and items not listed hereunder for attention be tabled. CARRIED.

Treasurer's report:

Treasurer Bob Boaden presented and tabled the monthly financial statement and invited questions. Also presented the Wangarang account for \$48.51 and Chris Bromley \$122.00 for the advance purchase of stamps for magazine postage. Moved by Bob and 2nd Chris Bromley that the treasurer's report be accepted and the two accounts as presented be passed for payment. CARRIED.

Editor's report:

Chris reported that revised system for the postage of the club magazine was satisfactory and reminded those wishing to receive same via email and had not done so to contact him. Also he is desirous of receiving additional items for publication.

Events report:

Keith Peckham reported that the twilight run and BBQ at Lake Canobolas was successful despite numbers being down. Kevin Bowyer and Bev Holland reported on the success of the Elvis festival at Parkes. As these events were the first two for the year it is anticipated that numbers will increase for coming events as listed in the calendar.

For the Australia Day activities at Carcoar historic vehicles will be required to park in the sports ground and not along the creek under the trees as in the past.

The event listed for Sunday 31st Jan with morning tea at the 2 Fat Ladies at Lucknow will be followed by a run to Blayney for a BYO lunch in the park not Forest Reefs.

Arrangements for the Gnoo Blaas weekend has allocated 10 car spaces for our club display on **SATURDAY 13th FEB**. Those wishing to attend the dinner on the Saturday evening please contact President Keith to be included in a table booking. (Note the change in date from that listed in the magazine and be reminded of the Bathurst swap which was inadvertently omitted for Sunday 7th Feb. still stands as passed as a club event at the December meeting.

An email was presented on behalf of George Tait in his absence suggesting tentative arrangements for a visit to Abercrombie House on Sun. 22nd May for a conducted tour and luncheon as a club run. Sufficient interest was shown and confirmation of numbers who will be attending will be required in due course.

The Bathurst Gold Country Rally will be held the following weekend 28-29th May and it was moved by Marg McNeil and 2nd Richard Bloomfield that this run and the visit to Abercrombie House be made club runs. CARRIED.

Finally, members are reminded of the pre-1931 AUTUMN TOUR to be held at Dubbo from 6th-7th & 8th May is not too far away and those considering entering this event should be considering their accommodation arrangements.

General Business:

In view of the recent theft of club property discussion took place on the various means of improving security and positive steps which can be taken to deter this lowlife activity. Bob Boaden spoke on the installation of a security alarm system and the likely cost on details he had obtained so far.

The other major item which has been on the agenda for some time is the extension of the outdoor weather protection annex which is inadequate for club events and what action can be taken to improve this situation.

Acting Secretary Bruce Heinrich stated that he had made contact with the Crown Lands Reserve Trust to inquire if and when applications would be invited for grant funding for projects such as those mentioned above. Information is that applications will be called for about 10th March and will close off at the end of April.

In the light of this information and other general discussion the following was moved by Bob Boaden and 2nd Chris Bromley that firm a quote be obtained from a security firm for a suitable alarm system and a further quotation for obtained for the extension of the weather protection annex in readiness for possible grant funding from the Crown Lands Reserve Trust when applications are called for. In the interim Bob Boaden & Bruce Heinrich to undertake strengthening and the fitting of a secure lock to the storeroom door in the amenities building at an estimated cost of \$300-00. CARRIED.

An application for club membership was received on behalf of Mr. David Mackay from Manildra for club membership who had completed either two previous club meetings and or club runs Moved by proposers Keith Packham and Eddie Livermore that David be accepted for club membership. CARRIED.

We welcome David and Deanna and hope that they enjoy their association with other club members.

Lastly, club members who have vehicles on historic registration and are insured with NRMA Vintage & Veteran Insurance are advised to check the terms and conditions of their policies. In the current policy document on Page 18 vehicles will **NOT** be covered if used for primary transport for example shopping, commuting to and from work or transporting friends or family OR driven more than 10days per month. These conditions can affect those members who have opted for the log book trial scheme.

Raffle won by: Keith Packham

B.U.T. Evan Coutts – something to do with a seniors moment with car keys.

Meeting closed: 8.55pm

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
EDITORS RAMBLE

This months front cover has a little Morris 850 (mini) owned by the McNeills so i have added an article on this little British icon that certainly changed our automotive world and habits.' If you have any pictures of your cars at all, either club or otherwise, send me some details and we will do a feature on it.

This months mag includes an entry form and letter to potential participants for the pre 1931 Autumn Rally to be held on May 6th,7th and 8th.in Dubbo through the Dubbo Antique Automobile Club Inc.

We received an email containing an article and some pictures from the Elvis Festival held in Parkes from another overseas visitor working for Don Marriot. Her name is Celine and she is from Belgium. Thank you Celine.

As the rules for H Historic registered cars has changed with the introduction of the 60 day log book trial, Bernie has requested that Club members who have opted for the 60day log book trial supply him with your.

Name,

Historic rego number (number plate number)

Make and Model of your car,

policy number along with the expiration date of the policy.

This will meet the RMS requirements for clubs to have this information.

you can ring him with these details on 6360 0563

or email the details to him at. rusty71@virginbroadband.com.au

Thank you to those who pointed out a few errors in the dates for runs and some changes needed to the allocated officers page, These changes have now been made.

Just a reminder that the cost of postage has gone up considerably and the delivery time has also gone up to up to four days,(pay more get less) so once again, anybody wishing to receive the magazine by email can just contact me and i will swap you over. This includes other clubs who receive our magazine.

The events committee have met and have managed to get some club runs and events up and running for 2016.It is a lot easier for a group of people to do this rather than leaving this task to one person. If you have any ideas for any events or runs that would like to happen, please let us know so we can include it in the events calendar.

Thank you all for your contributions to the Magazine. They are greatly appreciated.

My contact details are 63659224 or 0428659224 and my email is

cbromley111@optusnet.com.au for any information, news,

Pictures or anything that we can add to the newsletter. All is gratefully appreciated.

DON'T FORGET TO SUPPORT THE SPONSORS THAT SUPPORT YOUR CLUB

DUBBO ANTIQUE AUTOMOBILE CLUB INC



AUTUMN TOUR 2016 6TH/7TH/8TH MAY ENTRY FORM



Eligible Vehicles – Manufactured Pre 1931

Registration will be accepted from entrants at the Aussie Cabins, 171 Sheraton Road.

Entrant's Name: _____ Passenger's Name: _____

Address: _____

Phone: _____ Mobile: _____

Email: _____ Club: _____

Vehicle Make: _____ Model: _____ Year: _____ Rego No: _____

Catering: Please attach details of any special dietary requirements.

DAY	DETAILS	PRICE PER PERSON	NO. ADULTS	CHILDREN (12 & under FREE)	AMOUNT \$
Friday 6 th	Morning Tea	Free			XXXXXXXXXX
Friday 6 th	Lunch	\$10.00			
Friday 6 th	Dinner – Own arrangements	XXXXXXXXXX XXXXXXXXXX	XXXXXX XXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX
Saturday 7 th	Morning Tea	\$8.00			
Saturday 7 th	Lunch	\$12.00			
Saturday 7 th	Presentation Dinner – RSL Club	\$45.00			
Sunday 8 th	Breakfast from 8.30 am	Free Numbers Needed			XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX
	RALLY ENTRY	XXXXXXXXXX	XXXXXX	XXXXXXXXXX	40.00
TOTAL	Entries close 17th April, 2016	XXXXXXXXXX	XXXXXX	XXXXXXXXXX	

Email your entry to: virginia.mather@bigpond.com Ph. 02 68846316 Mob. 0428846316

Or post to: Jim Mather, PO Box 6092, DUBBO WEST 2830

Payment in full is required with entry form. Direct Credit to DAAC BSB: 932000 a/c 4001755 S3

PAYMENT METHOD: Please TICK ONE BOX Cheque Direct Credit

Please reference your surname. When posting, make cheques payable to "Dubbo Antique Automobile Club Inc"

Acknowledgement of entry and payment will be emailed, otherwise your receipt will be issued at check in. If a receipt is required please enclose a stamped addressed envelope.

RALLY DIRECTOR: Jim Mather

Conditions of entry: The above nominated vehicle for this event was manufactured prior to 1931 and complies with eligible requirements for Conditional Historic Registration/Full Registration or Third Party Liability Insurance as at the dates of the Tour. I will be able to produce evidence of motor vehicle registration and insurance at the Event if required.

SIGNED: _____ DATE: _____



HELLO PRE-1931 AUTUMN CLASSIC PARTICIPANTS!

As you are aware, the 2016 Autumn Classic Rally will be based around the Dubbo area and will be run by the Dubbo Antique Auto Club. Your entry form is enclosed with this letter and should be returned ASAP to PO BOX 6092, DUBBO WEST 2830 with payment. For those thoroughly modern souls paying by Direct Debit, PLEASE include your SURNAME so that we can reference the payment to the correct person.

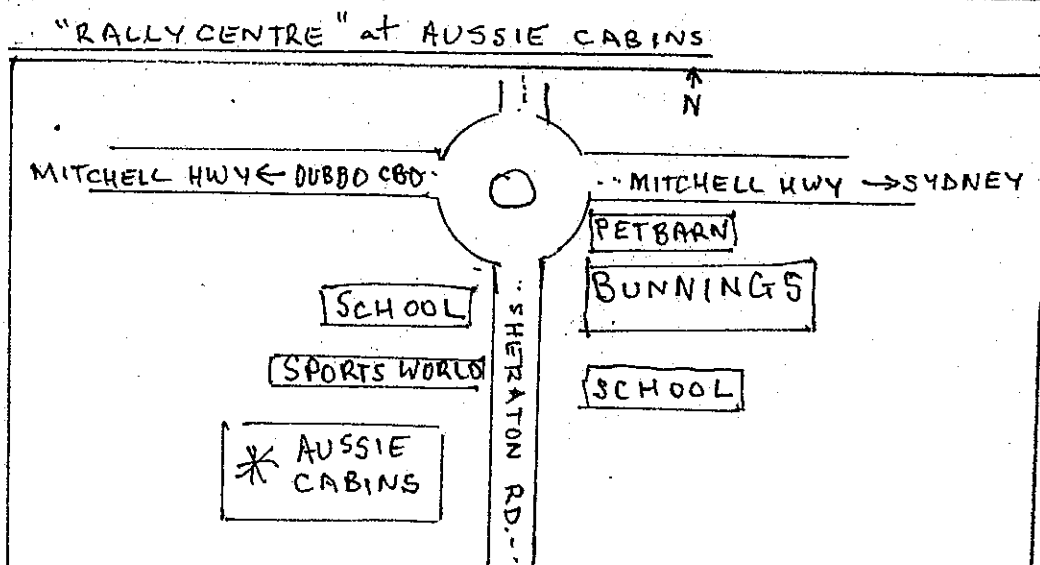
Two runs are planned. The first, after lunch on Friday 6th May, will be a short tour of the "back country" around Dubbo. On Saturday 7th May we'll venture into the Macquarie River plains and a few hilly areas. We can't promise the glorious mountain terrain provided by the Orange club, but there are quite different outlooks for you to enjoy. Sunday 8th will be Display Day where those poor mortals who don't get to drive a Veteran or Vintage car can admire our little beauties!

Since Dubbo is on the highway from Melbourne to Brisbane and also from Sydney to anywhere west, there is a lot of accommodation available. However, it is often booked out on weekends when multiple events occur in town. Book early!

Dubbo Antique Auto Club looks forward to hosting your visit to the Central Western Slopes and Plains.

See you in Autumn 2016,

Jim Mather.
Rally Director



Parkes Elvis Festival

As every year, on every second week of January, Parkes, a 12,000 people town in central NSW, becomes the meeting place for all the Elvis Aussie fans who attend the Parkes Elvis Festival

Aussie Elvis fans come from the whole country to camp there for five days and enjoy the festivities. This date has been chosen for coinciding with Elvis Presley's birthday. As he does every year, Don Marriott was there proudly dressed with his best Elvis suit to honor the celebration and the parade. Don is a big Elvis fan (and a bigger Jeep fan) and especially of the GI Blues movie. That's why he comes every year to the festival and the parade with his 1943 Jeep and the same suit as in the movie (and he even dyed his hair to look like Elvis in the movie).

During five days, Don was there to meet his friends, make people happy taking them on a ride in the old jeep and taking pictures with them, hanging around the concerts on the Elvis ground and meeting many other Elvis fans friends.

I, Celine from Belgium, currently work with Don at his cattle station and had the amazing experience of being in the Jeep in the parade. What an unforgettable memory to see all these people (around 23,000) partying with all the Elvis fans in the parade and all the fans that were spectator ! That was really a magical moment for me and I was so happy to see Don in his element !

Written by Céline, Belgium



Design and development



1959 Morris Mini-Minor interior

A cross-section shows how a Mini maximises passenger space

Designated by [Leonard Lord](#) as project ADO15 ([Amalgamated Drawing Office project number 15](#)) and the product of the Morris design team, the Mini came about because of a fuel shortage caused by the 1956 [Suez Crisis](#). Petrol was once again rationed in the UK, sales of large cars slumped, and the market for German [bubble cars](#) boomed. Lord, the somewhat [autocratic](#) head of BMC, reportedly detested these cars so much that he vowed to rid the streets of them and design a 'proper miniature car'. He laid down some basic design requirements: the car should be contained within a box that measured 10×4×4 feet (3.0×1.2×1.2 m); and the passenger accommodation should occupy 6 feet (1.8 m) of the 10-foot (3.0 m) length; and the engine, for reasons of cost, should be an existing unit. Issigonis, who had been working for [Alvis](#), had been recruited back to BMC in 1955 and, with his skills in designing small cars, was a natural for the task. The team that designed the Mini was remarkably small: as well as Issigonis, there was Jack Daniels (who had worked with him on the [Morris Minor](#)), Chris Kingham (who had been with him at Alvis), two engineering students and four draughtsmen. Together, by October 1957, they had designed and built the original prototype, which was affectionately named "The Orange Box" because of its colour.

The ADO15 used a conventional [BMC A-Series four-cylinder, water-cooled](#) engine, but departed from tradition by mounting it [transversely](#), with the engine-oil-lubricated, four-speed transmission in the [sump](#), and by employing [front-wheel drive](#). Almost all small front-wheel-drive cars developed since have used a similar configuration, except with the transmission usually separately enclosed rather than using the engine oil. The radiator was mounted at the left side of the car so that the engine-mounted fan could be retained, but with reversed pitch so that it blew air into the natural low pressure area under the front wing. This location saved vehicle length, but had the disadvantage of feeding the radiator with air that had been heated by passing over the engine. It also exposed the entire ignition system to the direct ingress of rainwater through the grille.

The [suspension](#) system, designed by Issigonis's friend [Dr. Alex Moulton](#) at [Moulton Developments Limited](#), used compact rubber cones instead of conventional springs. This

space-saving design also featured rising progressive-rate springing of the cones, and provided some natural damping, in addition to the normal dampers. Built into the subframes, the rubber cone system gave a raw and bumpy ride accentuated by the woven-webbing seats, but the rigidity of the rubber cones, together with the wheels' positioning at the corners of the car, gave the Mini [go kart](#)-like handling.

Initially an interconnected fluid system was planned, similar to the one that Alec Issigonis and Alex Moulton were working on in the mid-1950s at Alvis. They had assessed the mechanically interconnected [Citroën 2CV](#) suspension at that time (according to an interview by Moulton with [Car Magazine](#) in the late 1990s), which inspired the design of the Hydrolastic suspension system for the Mini and Morris/Austin 1100, to try to keep the benefits of the 2CV system (ride comfort, body levelling, keeping the roadwheel under good control and the tyre in contact with the road), but with added roll stiffness that the 2CV lacked. The short development time of the car meant this was not ready in time for the Mini's launch. The system intended for the Mini was further developed and the [hydrolastic](#) system was first used on the [Morris 1100](#), launched in 1962; the Mini gained the system later in 1964. Ten-inch (254 mm) wheels were specified, so new tyres had to be developed, the initial contract going to [Dunlop](#). Issigonis went to Dunlop stating that he wanted even smaller, 8 in (203 mm) wheels (even though *he* had already settled on ten-inch). An agreement was made on the ten-inch size, after Dunlop rejected the eight-inch (203 mm) proposition.

Sliding windows allowed storage pockets in the hollow doors; reportedly Issigonis sized them to fit a bottle of [Gordon's Gin](#). The [boot](#) lid was hinged at the bottom so that the car could be driven with it open to increase luggage space. On early cars the [number plate](#) was hinged at the top so that it could swing down to remain visible when the boot lid was open. This feature was later discontinued after it was discovered that exhaust gases could leak into the cockpit when the boot was open.

The Mini was designed as a [monocoque](#) shell with welded seams visible on the outside of the car running down the [A and C pillars](#), and between the body and the floor pan. Those that ran from the base of the A-pillar to the wheel well were described as 'everted' (lit., 'turned outward') to provide more room for the front seat occupants. To further simplify construction, the hinges for the doors and boot lid were mounted externally.

Production models differed from the prototypes by the addition of front and rear subframes to the [unibody](#) to take the suspension loads, and by having the engine mounted the other way round, with the [carburettor](#) at the back rather than at the front. This layout required an extra gear between engine and [transmission](#) to reverse the direction of rotation at the input to the transmission. Having the carburettor behind the engine reduced [carburettor icing](#), but the distributor was then exposed to water coming in through the grille. The engine size was reduced from 948 to 848 cc (57.9 to 51.7 cu in); this, in conjunction with a small increase in the car's width, cut the top speed from 90 to 72 mph (145 to 116 km/h).

In 1959, BMC and Alec Issigonis won the [Dewar Trophy](#), for the design and production of the Mini.

The Mini shape had become so well known that by the 1990s, [Rover Group](#) – the heirs to BMC – were able to register its design as a trademark in its own right.

The production version of the Mini was demonstrated to the press in April 1959, and by August several thousand cars had been produced ready for the first sales. The Mini was officially announced to the public on 26 August 1959. Some 2,000 cars had already been sent abroad and would be displayed that day in nearly 100 countries.

The first example, a Morris Mini-Minor with the registration 621 AOK, is on display at the [Heritage Motor Centre](#) in Warwickshire. Another early example from 1959 is now on display at the [National Motor Museum](#) in [Hampshire](#).

The Mini was marketed under BMC's two main brand names, Austin and Morris until 1969, when it became a marque in its own right. The Morris version was known to all as "the Mini" or Mini-Minor. The word *minor* is Latin for "lesser"; so an abbreviation of the [Latin](#) word for "least" – *minimus* – was used for the new even smaller car. One name proposed for the Austin version was Austin Newmarket. Austin dealers sold their almost identical car as an Austin Seven (sometimes written as *SE7EN* in early publicity material – the '7' the letter V rotated left so it approximated the number 7), which recalled the popular small [Austin 7](#) of the 1920s and 1930s. "Morris Mini-Minor" seems to have been a play on words; the [Morris Minor](#) was a larger, well known and successful car that continued in production.

Until 1962, the cars appeared as the Austin 850 and Morris 850 in North America and France, and in Denmark as the Austin Partner (until 1964) and Morris Mascot (until 1981). The Morris name Mini (Mini-Minor) was first used for Austin's version by BMC in 1961 when the Austin Seven was rebranded as the Austin Mini, somewhat to the surprise of the [Sharp's Commercials](#) car company (later known as Bond Cars), who had been using the name [Minicar](#) for their three-wheeled vehicles since 1949. However, legal action was somehow averted, and BMC used the name "Mini" thereafter.

In 1964, the suspension of the cars was replaced by another Moulton design, the [hydrolastic](#) system. The new suspension gave a softer ride, but it also increased weight and production cost. In 1971, the original rubber suspension reappeared and was retained for the remaining life of the Mini.

From October 1965 the option of the unique [Automotive Products](#) (AP) designed four-speed [automatic transmission](#) became available. Cars fitted with this became the Mini-Matic.

Slow at the outset, Mark I sales strengthened across most of the model lines in the 1960s, and production totalled 1,190,000. [Ford](#) purchased a Mini and dismantled it to see if they could offer an alternative. Ford determined that the BMC must have been losing around £30 per car, and so decided to produce a larger car – the [Cortina](#), launched in 1962 – as its competitor in the budget market. BMC insisted that the way company overheads were shared out, the Mini always made money. Larger profits came from the popular De Luxe models and from optional extras such as seat belts, door mirrors, a heater and a radio, which would be considered necessities on modern cars, as well as the various Cooper and Cooper S models.

The Mini entered into popular culture in the 1960s with well-publicised purchases by film and music stars.

The Cooper S version was also used by some British police departments as a plainclothes car.

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.

- (2) **FOR SALE** 1952 Wolsley and a 1954 Skoda. Both in good condition and apparently running \$1500 for both, Must be sold as a job lot, will not separate, Contact Glen Linsdell on 0429722365 for more details.
- (2) **FOR SALE** HQ Holden station wagon, Duel fuel, manual, Air con<runs well but needs body work. Contact Paula 0429417914
- (12) **FOR SALE** A Morris 8/40 Tourer and Holden HQ Statesman. (Andy Selmes , deceased estate cars) They have not been started or moved since Dad died in 2012. Being local cars, I am sure that a lot of your readers would be familiar with them. \$8000.00 for the Morris and \$15000.00 for the Statesman, Negotiable
Contact Ray Selmes 0409457053
- (2) **For Sale** 1929 De Soto coupe,. This is the Jim Wilson restored vehicle that Sue and Fred have rallied successfully for the last few years.
Further details 02 4889 4804
Photos etc. on <http://www.tradeuniquecars.com.au/detail/cars/unique-cars/de-soto/six/353864>
- (12) **For Sale.** Austin A40 Ute, 1949? Complete and in running condition. Needs restoration. \$1500.00 or make an offer. Contact Sandra Veness on 62272127.
- (1) **For Sale.** 1962 Rover coupe, 6 cylinder 3 litre. In running order, no rust but needs restoration. Has been stored for 30 years, comes with spare parts, Books, Manuals etc. \$2500.00 ONO. Contact Mario 0416422448 or 44432163. (The Klaxon)
- (1)**For Sale'** 1966 Ford Thunderbird.428ci thunder jet engine, from a museum in Nevada. Unrestored condition but has been serviced and had all the faults repaired. Tilt away steering,new tyres, and history back to 1988.Open to offers around \$26000.00.contact Ray 0429471138.(The spoke N Wood)
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- (1) **Wanted.** 6v Bosh or similar generator in going order. Contact David Toy on 0408226511 (club member)

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www.odamc.org.au

Monthly meetings held at our club house on the 3rd Monday of each month at 7.30pm at the Old Bloomfield school, Louie lane, Orange, NSW 2800. All welcome.



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