



Orange District Antique Motor Club Inc.

Restoration Rambler

February 2015

POSTAGE
PAID
AUSTRALIA

Email address odamcinc@gmail.com

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

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



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2015

| | | | |
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| | Les Cridland | 63626810 | plus 4 committee members |
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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 2015

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.
For further information on any event contact John Streatfeild 63684443 or 0427201985

AUTHORISED CLUB RUN.

February

Sunday 1st, Bathurst swap meet.

Friday – Saturday 6th-7th, Cowra Baby Boomers Music Festival at Cowra.

Saturday-Sunday 7th-8th Orange Gnoo Blaas display, Jack Brabham park, Orange.

Sunday 8th Newbridge Swap meet

Friday to Sunday, 6th, 7th, 8th Highland steam and vintage fair at Oberon.

Sunday 8th National Services Parade.

Sunday 15th Sydney Super Swap Clarendon.

Monday 16th Club meeting at the club house at 7.30pm.

Saturday and Sunday 21st +22nd Classic Motor Cycle Club 34th Annual Orange Country Rally.

Sunday 22nd Meet 12md with Bathurst and Lithgow clubs at McPhillamy Park Mount Panorama
BYO everything.

March

Sunday 1st Wellington Swap meet

Thursday 5th Royal Hotel in Blayney. Met at Cook Park at 10.30 lunch at 12.30.

Saturday 7th Crookwell potato Festival.

Saturday 7th to Tuesday 17th The 36th annual GPA swim in Military vehicle gathering.

Sunday 15th XPT run to Stuartown. Morning tea at 10am at the railway station lunch room. Book your train ticket the day before if you are intending to take the train to Stuartown, or you can drive your car there for lunch.

Monday 16th Club meeting at the club house at 7.30pm.

April

Saturday-Sunday 18th-19th Canowindra Balloon Festival Weekend.

Monday 20th Club meeting at the club house at 7.30pm.

May

Friday-Sunday, 1st-3rd Autumn Tour.

Monday 18th Club meeting at the club house at 7.30pm.

Supper Roster

| | | |
|--|---|--------------------------------|
| February John Lee G Mansell | March Robert Mckenzie Don Mariot | April John Nicholson |
|--|---|--------------------------------|

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
Presidents report for January 2015

We have started another New Year I wish everyone a Happy New Year. I feel sure the club will have a good year with two rallies this year. There is a Autumn Tour committee meeting on Tuesday 10th February at Kerry's house at 7.30pm.

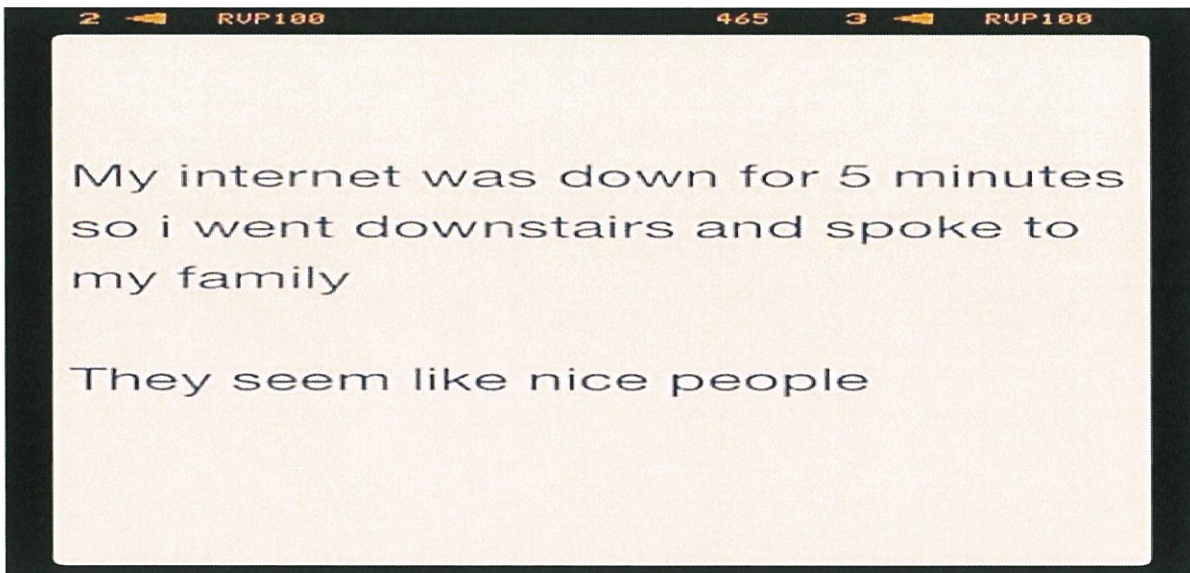
It was printed in the January magazine the extract from the RMS (RTA) regarding the permit to move with nominated primary and secondary clubs. It is very clear that if you are attending an outing with the secondary club you must have permission from the primary club to attend the outing otherwise you are not registered or insured. At the meeting it was discussed the **Certificate of Approved Operations** must be carried in the vehicle at all times. This states "G094 **Use only in conjunction with authorised club event or maintenance with the nominated club and the registered operator must be a member of an authorised motoring club.**" If you are questioned by authorities it is up to you to prove your authorisation.

Memberships are now overdue please check whether you have paid your membership remembering that you must be a financial member to register with historic plates.

Sunday 25th January was a run to Bathurst morning tea at 2 Fat Ladies Lucknow and then to Panthers Club for lunch at Bathurst. Enjoyable day had by all with lunch time discussions at personal, local, state, country and world events.

Hope everyone enjoys Australia Day. There are a few events on the weekend of 7th and 8th February unfortunately I will not be attending any as I am going to the Bathurst 12 hour to witness the mighty English Bentley challenge the two minute lap time at Mount Panorama.

Yours in vintage motoring
Keith



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

MONTHLY GENERAL MEETING.

19th January 2015

Opened: 7.35pm by President Keith Packham

Members Present: 15 who signed the attendance book.

Apologies: Bruce Heinrich, Dale Perry, Andrew McDougall, Richard Bloomfield, Lloyd Stevens, David Hoy, Bev Holland and Ken Gazzard

Visitors: Nil.

Minutes of previous meeting: Moved Peter Amos that the minutes from the previous meeting be accepted as printed in the magazine. Seconded Kevin Penson. CARRIED.

Business arising; Nil

Correspondence in:

- Grouplink information and newsletter
- CHMC – Important notice – re log books and RTA Information
- Invitation to attend Wombat Swap Meet 6th & 7th June 2015
- Cowra Antique Vehicle Club Invitation to Cowra Baby Boomers Music Festival – Sunday 8 February 2015
- Wildwood Garden (Bilpin) – information for visitors
- Matters of the Mount – Information on celebrating a century of racing
- Thank you card from Jim Coomber
- Membership cheque – H Gay
- Membership cheque – J Jennings
- Orange City Council – request to update Community service information for publication
- Invitation to attend 36th Annual GPA Swim-In & Military Vehicle Gathering – 9th to 15th March 2015

Moved John Nicholson Seconded Bob McNeil. CARRIED.

Correspondance out: Nil

Treasurer's report: Treasurer Bob Boaden tabled the monthly financial statement and invited questions. The two accounts for Orange City Council for \$59.40 and Wangarang Industries for \$123.77 were presented for payment. Moved Bob Boaden that the treasurer's report be accepted and the two accounts be passed for payment. Seconded Kevin Penson. CARRIED.

Editor's report: Chris Bromley commented that the magazine production continues to be working well and Wangarang provide a quality printing service.

Events report: John Streatfeild advised that a coordinator for events has not yet been elected and he will continue to provide written information as his computer is not currently working.

Don Marriot and John Lee attended the Elvis Festival at Parkes and Don sent a detailed report electronically to the Club.

The Committee for the Autumn Tour discussed plans for the event and advised that 20 entries have already been received.

Newbridge swap meet to be held 8th February 2015 is a club run. The 36th Annual GPA Swim-In & Military Vehicle Gathering –7th to 17th March 2015 is a club run. Carcoar car display for a movie set, anticipated to be February 2015 (with dates to be confirmed for printing as an authorized run) is a club event. Moved Bob Boaden seconded Kerry Risstrom. CARRIED

General Business:

Keith Packham provided some information on paperwork requirements for members attending events in Club registered vehicles. He reminded members that the event must appear as an authorized club run by the primary club or permission must be sought from the primary club to attend.

BUT: No nomination.

Raffle won by: Kevin Penson.

Meeting closed: 8.42pm

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

EDITORS RAMBLE.

This Months magazine contains, The Autumn introductory letter and tour entry form. An email received by Andrew regarding the Young cherry country Model A Ford Rally, with some useful links for those that are computer savvy.

A Picture and a short article on Eddie Livermores 1928 Chevy.

A very funny link sent in by ken that is an actual answering machine form Maroochydore High School in Queensland.

Some pictures and a report from the Elvis Festival at Parkes, sent in by Don.

A report and some pictures from Australia day at cook park, sent in by Bob.

Just a reminder that the March magazine will be late out as i will be overseas, It should be out the first week in March instead of the last week in February. Sorry for any inconvenience this may cause

George sent in an email Re 50s model cars for Carcoar film. " Checked this morning, Film days 9/10/11/12th February. They will advise by next week which day the cars are required. Sorry not much help but best I can do at this stage.

Regards George"

Berkeley King added some information later that the cars selected for the film would probably be paid \$400 per day(this event is recorded as a club run).

Bernie reminded all members who have not paid their membership club dues and are using cars that display H plates (Historic Registration) that as from 01/01/15 they are non financial members of the club and as a result are now driving unregistered, uninsured vehicles, under RMS guidelines and could face a fine of \$2000. If you have not paid your club membership fee, please do so.

This months front cover has a 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.

Andrew McDougal sent in an email he had received regarding the Young cherry country model A Ford rally.

Hello to everyone.

Unfortunately due to a date clash of the 17th May with The Varsity Bash charity group who will be in town on that day and subsequently all accommodation is booked out. Therefore leaving us with no other alternative other than to postpone the Rally from Autumn to Spring. The dates being 4th,5th,6th & 7th of September 2015. The Aircraft Showcase Day at the Aviation Museum is the Saturday the 5th. Please accept our sincere apologies for any confusion caused. All other aspects of the Rally remain unchanged. On the matter of accommodation, 29 rooms have been reserved at the Young Federation Motel for the duration of the Rally (4th to 6th).

bookings@youngfederation.com.au

The following links are available for choice of accommodation as well. There is no exclusive obligation to the Federation Hotel.

<http://www.visityoung.com.au/Get-It-All-Done-In-Young/Business-Directory/accommodation-and-attractions>

http://www.visityoung.com.au/Visit-Young/Where-to-Stay/book-online?gclid=CPbrvM_vjcMCFVRvvAodpXQAPA

Any queries please don't hesitate to contact me .
Kind Regards
Col and Barry

THIS IS PRICELESS.!!!

This is the actual answering-machine message for the Maroochydore High School in Queensland , Australia .Wait for the phone to ring for the voice mail...This one is priceless... Listen to the very end!! [Click here to hear the message](#)Attached photo of my 1928 chev. I purchased this in the 1960's for sixty pounds , but only started to restore same about 10 years ago. After lots of frustration , and help from many people, I have finally got it registered [52667H] , Cheers, Eddie Livermore



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

Australia Day 2015

With the day starting out fine and clear, an early start was made and the blitz rolled out the driveway just after 7am. Cook Park was alive and buzzing as I headed home for a quick brekky by which time Marg had the thermos filled and out the door we headed. There seemed a constant stream of people thru the Park up until about 1.30 pm and a larger number of stalls dealing in all sorts of things, all leading up to a good day being had by all. Five ODAMC cars attended. Bob and Marg.





Elvis Parkes Festival

Over 20,000 people gathered in the streets of Parkes to celebrate, what would have been, the King's 80th birthday. This year was my seventh attending the party and Elvis's and Pricilla's from everywhere covered the roads, paths and corners in tribute.

Some people were dressed to perform, in the usual flared pantsuits and quaffed wigs, some simply in outfits from the 50's. I took on the role of Elvis from 'The G.I Blues'. In my American army uniform I sat in my old WW2 Jeep and rode through the parade with a family of Elvis's in the back, standing up and waving proudly to the crowds. My friend John Lee brought along his beautiful 1924 Buick he's restored himself and was quite a hit with a beautiful lady alongside him waving and blowing kisses.

The parade was huge had everything! Kids in their costumes running around winking, show girls, people sat atop their vintage cars as they coasted down the street, a band singing Elvis songs on a float...and so much more! Joy filled the atmosphere as the crowd cheered, eagerly waving and taking photos of the bundle of excitement passing by them.

After the parade there were lots of little market stalls and food wagons to keep us busy and people surrounded the vintage cars for more photos and to ask questions to the drivers. I myself spent the rest of the afternoon taking photos with people in the Jeep, they loved sitting in it posing for pictures and hearing about its history, and only stopped because the weather took a bad turn. Just as it started to rain I happened to run in to Keith Packham, the president of the Orange District Antique Motor Club INC, just at the right time and he helped me put the windscreen and the hood back up before the jeep got wet.

It was lovely weather all week, until Saturday afternoon. Luckily, it only started to rain a few hours after the parade and everybody managed to find cover in the many pubs and motels, who were all joining in the celebrations! Tribute acts were in almost every single one and some, even still, were dotted around the streets and corners of the main street under the verandas of buildings providing entertainment for those walking to and from the surrounding attractions.

I go to Parkes Festival because everyone is so happy and I love seeing the big smiles on their faces, it's a great place to go and would recommend it to anyone!

-Don Marriott

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.

PO Box 664 Orange N.S.W 2800

Dear fellow Vintage Motoring Enthusiast,

We would like to extend an invitation to you to join us on the 1st / 2nd / 3rd May 2015 for our bi-annual Autumn Tour.

The Tour is organized especially for pre 1931 vehicles. Over 70 vehicles entered our last Tour including 2 veteran vehicles. It is anticipated that this year we may have up to 100 entries.

Orange is known as the “Colour City” and Autumn is certainly a great time to come and visit. The early mornings may be a little frosty but the days are mostly moderate and sunny making perfect weather for touring around our colorful countryside.

Entries close on Friday 17th April. Registration will commence from 9:00 am on Friday the 1st May at our Club House, 11 Louie Lane, Orange with a free morning tea being provided.

After lunch there will be a short Run around the outskirts of the city visiting several places of interest. A map will be included in your Rally Bag.

Saturday will see us travelling on quiet country roads to visit the historic “Old Errowanbang Woolshed” built in 1886 where after a tour your morning tea will be available. We will then travel on to the small village of Neville for lunch where the vehicles will be judged, before returning to Orange. This run will be approximately 80 miles or 130 klms.

The Presentation Dinner will be held at the Ex-services Club, Anson Street Orange on Saturday evening from 7:00pm.

This will be our 6th Bi-annual Autumn Tour and an Entry Form is attached.

Our members look forward to seeing join us at the Rally.

Keith Packham
Rally Co-ordinator

Orange District Antique Motor Club Inc.



Autumn Tour 2015 1st, 2nd, 3rd May

Entry Form

Eligible Vehicles – Manufactured Pre 1931

Registration will be accepted from entrants at the ODAMC Club House, 11 Louie Lane Orange (off Huntley Road) from 9:00 am, Friday 1st May.

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

Address: _____

Postcode: _____ Phone: _____ Mobile: _____

E-mail _____ Club _____

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

Catering: Please attach details of any special dietary requirements.

| Day | Details | Price per Person | No. Adults | Children (Half Price) | Amount |
|--------------------------|--|------------------|------------|-----------------------|----------|
| Friday 1 st | Morning Tea | Free | | | |
| Friday 1 st | Lunch ODAMC Club House | \$6.00 | | | \$ |
| Friday 1 st | Dinner – Robin Hood Hotel or Restaurant of your choice | | | | |
| Saturday 2 nd | Morning Tea - Entry to Woolshed | \$10.00 | | | \$ |
| Saturday 2 nd | Lunch – Neville Siding | \$15.00 | | | \$ |
| Saturday 2 nd | Presentation Dinner – Orange Ex-Services Club | \$40.00 | | | \$ |
| Sunday 3 rd | Breakfast ODAMC Club House From 8:00am | Free | | | |
| | Rally Entry | | | | \$ 40.00 |
| TOTAL | Entries close 17 th April 2015 | | | | \$ |

E-mail your entry to: robertboaden@bigpond.com, Ph: 02 63652274 Mob: 0439266200
or post it to Mr Bob Boaden, 1621 Escort Way, Borenore. 2800.

Payment in full is required with entry form. Direct Credit to ODAMC – BSB 062-587 a/c 28 028 733

Please reference your surname. When posting – make cheques payable to ODAMC 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 stamp addressed envelope.

Rally Director, Keith Packham packham042@bigpond.com Ph: 02 63668015 Mob: 0417001148

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. The vehicle will have current Conditional Historic / Full Registration and Comprehensive 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 _____

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.

(1) AUCTION SALE

GEORGE STREET MANILDRA

7TH FEBRUARY SATURDAY (see the Land Paper for full details)

Early Holden parts grey motor 202 and 253 engine parts HK body panels plus early Cummins and Perkins engine parts variety of 60's and 70's truck parts.

Rob Rubie 0427281224

(10) For Sale. 1958 Mercedes Benz 220s with rare hydrak transmission. Good condition, ODAMC Club Plates any inspection. \$17,000.00 ono. Contact Berkeley King 02 63673031 or 0438673031(ODAMC Club member)

(6) For Sale. 1936 Chrysler...Good condition. Strong motor, heater, 12 volt, electric wipers, good tyres, 5 wheel equipped, reliable, new heavy duty radiator, new exhaust, full set gauges, radio/CD, blue. \$24500.00 ONO
Full details Phone Jonathan Rolfe 0429669240 (ODAMC Club member)

(1) For Sale. 1961 Skoda Felicia Hard top convertible, Factory RHD. 4 cylinder 4 speed manual. complete, but in need of full restoration. Comes with original service work shop manual. These cars are rare in Europe and almost unheard of in Australia. \$2200.00 ONO Contact Malcolm.0429659167 (Orange)

(1) For Sale. 1947 AEC Double decker Sydney bus number 1958. Built in Granville ,Sydney. Will start and drive a short distance. In need of a full restoration. has had many years of neglect after being converted to a home. This piece of Australian history is screaming out to be restored. \$1200 ONO Contact Malcolm.0429659167(Orange)

11) For Sale. For Sale: 1937 DX Vauxhall, Engine Number 482244 Chassis Number 2578556 Body Number 675. A complete car with most parts restored. New Tyres, wheels sand blasted and painted, hubs honed, all new banded brake linings, Lights all restored. Badges restored and complete, Diff restored with new bearings and oil seals. Four spare doors with original internal fittings. Good motor and gearbox.
Bargain Price \$5,000 – much more this already spent on this vehicle.
Car located at Millthorpe. NSW. Phone Roger Amos 02 6254 2546

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

O.D.A.M.C wishes to thank the following sponsors for their assistance in publishing this magazine. Club members are asked to support the people that support us.

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& Pantechs

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