



Orange District Antique Motor Club Inc.

Restoration Rambler

January 2015

POSTAGE
PAID
AUSTRALIA

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Have a Happy and safe
2015

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 2014

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.

AUTHORISED CLUB RUN.

January

Thursday 1st, Morning tea at Cook Park at 10 am then lunch at Gerry's commercial Hotel at Millthorpe at 12.30.

Thursday-Sunday 7th-11th Elvis Festival at Parks

Monday 19th Club meeting at the club house at 7.30pm.

Sunday 25th Morning tea at two fat ladies or take your own to the rest area behind the mine. Travel to Bathurst for lunch at the Panthers club. Choice of snack bar or smorgasbord lunch.

Sunday 25th, Australia Day at Carcour or Cook park (invitations pending)

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.

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

Saturday 7th Crookwell potato Festival.

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

January B Holland D Kain	February John Lee G Mansell	March Richard Mckenzie Don Mariot
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
Presidents report for December 2014

Hope everyone has a good Xmas and a Happy New Year, we were fortunate to have a week away which was very nice. Thanks to Kerry for organising the Xmas party this year it was well attended. At the December meeting attendance was down somewhat that doesn't really matter. John has a more interesting runs planned for the coming year. We have invited Lithgow and Bathurst clubs to meet with us at McPillamy Park on Mount Panorama on Sunday 22nd February 2015 for BYO lunch. This is just a social event to meet and catch up with members of other clubs.

I was pleased hear that so many people visited Andrew Sharpe on the Canowindra run, hope he is recovering it is a long slow process.

I have asked Chris to publish the article from the Bush Council magazine on Historic Rego and secondary clubs. Take time to read this as we will be discussing this at length at January meeting. Entries are slowly coming in for the Autumn Tour in early May.

Yours in vintage motoring
Keith

Some more little page fillers

A woman has twins, and gives them up for adoption.
One of them goes to a family in Egypt, and is named 'Ahmal.'
The other goes to a family in Spain; they name him 'Juan.'
Years later, Juan sends a picture of himself to his birth mother.
Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal.
Her husband responds, "They're twins! If you've seen Juan, you've seen Ahmal."

Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of calluses on his feet.
He also ate very little, which made him rather frail and with his odd diet, he suffered from bad breath.
I suppose this made him a super-calloused fragile mystic hexed by halitosis.

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

**MONTHLY GENERAL MEETING.
15th DECEMBER 2014**

Opened: 7.30pm by President Keith Packham

Members Present: 17 who signed the attendance book.

Apologies: Kerry Risstrom, Jim Coomber, John Lee, Berkley King, Chris Bromley, Don Marriott & Bob Boaden..

Visitors: Nil.

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

Business arising; Nil

Correspondence in:

- Membership cheque Anthony Dowler.
- Trade & Investment – Crown Lands thank you for lodging annual return for 2013-14.
- Account from Elgas service charge \$46.20
- Account Wangarang printing November magazine \$82.01
- Bush Council CHMC newsletter No.61 – to be reprinted in January magazine.
- Invitation to Sydney Super Swap at Clarendon Sun. 15 Feb 2015
- Invitation to Cowra Baby Boomers Music Festival Fri.6th- Sat.7th Feb 2015
- Invitation to Crookwell Potato Festival Show & Shine on Sat. 7th March 2015
- Invitation to Canowindra Balloon Festival Sat. 18th & Sun 19th April 2015
- Magazines from 9 various car clubs and Shannons auction flyers for 7th Dec 2014
- Permission to move from Andrew Sharpe

Correspondance out: Nil

Treasurer's report: Acting treasurer Kevin Penson tabled the monthly financial statement and invited questions. The above two accounts for Elgas and Wangarang were presented for payment. Moved Kevin Penson that the treasurer's report be accepted and the two accounts be passed for payment. Seconded Peter Amos. CARRIED.

Editor's report: Chris Bromley not in attendance due to other commitments and tendered an apology.

Events report: John Streetfeild presented his usual monthly report on past and future runs with good attendance of members at the club Christmas dinner and the visit to the Lithgow Small Arms factory. Lloyd Stevens reported on the well attended mid-week run to Canowindra RSL for lunch and a visitation to club member Andrew Sharpe who recuperating in the hospital at that location.

Kevin Bowyer reported on the toy run which involved about 100 motor cycles and only three cars

And suggested that club make a donation towards the 2015 toy run. After some discussion which also involved the Molong toy run the subject lapsed with the view to reassessment next year.

President Keith brought to attention that a request from club member Berkley King for cars to be displayed at Carcoar as part of a movie set on 9th-10th-11th & 12th Feb but at the time of the meeting details were limited and the event is for further discussion at the January meeting. In the interim it was moved by Kevin Penson and seconded by Kevin Bowyer this event be included in the list of authorized club runs.

In addition the following were also approved as club runs and were moved by John Pankhurst and seconded by Kevin Penson. CARRIED

(1) Elvis Festival at Parkes 7th-11th Jan.

- (2) The Orange Gnoo Blaas Display 7th-8th Feb.
- (3) Cowra Baby Boomers Music Festival 6th & 7th Feb
- (4) National Services Parade 8th Feb.
- (5) Sydney Super Swap Clarendon 15th Feb.
- (6) Meet 12md with Bathurst and Lithgow clubs at McPhillamy Park Mount Panorama
BYO everything 22nd Feb
- (7) Wellington Swap Meet 1st Mar.
- (8) Crookwell Potato Festival 7th Mar.
- (9) Canowindra Balloon Festival Weekend 18th-19th April.
- (10) Autumn Tour 1st-2nd & 3rd May.

General Business:

Permission to move was requested by Andrew Sharpe to use his 1962 EK Holden Sedan No. 28880-H on 31st January 2015 to travel from his home address at Milthorpe to Bathurst and Blayney and return to home address to attend a wedding ceremony. Moved Peter Amos and seconded by Bob McNeil that his request be approved. CARRIED.
John Streetfeild requested minimal financial assistance to purchase a 2015 year planner to assist with planning and listing club runs. Moved Bernie Schell Seconded David Toy. CARRIED.

BUT: No nomination.

Raffle won by: Bruce Heinrich.

Meeting closed: 8.31pm

Some page fillers.

Two antennas met on a roof, fell in love and got married. The ceremony wasn't much, but the reception was excellent.

A jumper cable walks into a bar.
The bartender says, "I'll serve you, but don't start anything."

Two peanuts walk into a bar, and one was a salted.

A dyslexic man walked into a bra.

A man walks into a bar with a slab of asphalt under his arm, and says: "A beer please, and one for the road."

Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"

"Doc, I can't stop singing The Green, Green Grass of Home."

"That sounds like Tom Jones Syndrome."

"Is it common?"

"Well, It's Not Unusual."

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

EDITORS RAMBLE.

Its all over now, and we are into 2015. I hope you all had a happy and safe time and Santa was kind to you. It should be an exciting year with lots of events planned. As mentioned in the December edition, this months magazine will be a little later than usual to facilitate Wangerang closing over the Christmas period.

This Months magazine contains, The Autumn tour entry form. A report and a brochure from the Lithgow small arms factory from Brenda and Ron Dwyer. Ken Gazzard sent in some pictures of some wonderful old advertising vehicles. Keith sent in an article from the Bush Council magazine on Historic Rego and secondary clubs. He asked that we take time to read this as we will be discussing this at length at our January meeting.

I was lucky enough to have gone to the Terribly British day held in Canberra. on the weekend of December 6th and 7th, We got there at about 10.30 and it seemed to be wrapping up by about 12. Some beautiful vehicles. I took a heap of pictures but only a few where suitable for the mag.



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

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.

Meeting NSW Southern Motoring Clubs.

After reading the minutes produced for the above meeting the CHMC now has the following comments. Firstly to be well informed CHMC below publishes the RMS rules which in part govern the existing Historic Vehicle Scheme [HVS].

The registered operator must be a member of a Roads and Maritime recognised historic vehicle club.

Historic vehicles can be used for events organised by Roads and Maritime recognised historic vehicle clubs or community organisations, provided an official invitation has been received and recorded by the club in the official minutes, or 'Day Book'.

Historic vehicles can also be used on a road or road related area for:
Servicing within a short distance from their place of garaging.

The inspection of the vehicle.

If a longer journey is necessary, the operator must notify the club and the details recorded by the club in the official minutes or 'Day Book'.

The name of the registered operator's club is also recorded as a special condition. If the registered operator belongs to more than one club, the name of the primary club or other clubs may be recorded as special conditions as requested.

Back now to the meeting minutes.

Secondary Clubs

"Mark Saunders offered a suggestion which most delegates were not aware of. When registering the vehicle annually, besides listing the Primary Club, list other clubs for which membership is held [secondary clubs], as that provides cover to participate in any event conducted by the secondary club. You do not have to gain approval from your Primary Club to use the vehicle to go on a Secondary Club event. The secondary Clubs are printed on the RMS Certificate of approved Operations."

Quote ends.

The first comment on this statement is about the relationship that exists between your Primary Club and your Secondary Club.

Your Primary Club is the only Club that authorises the RMS to issue your vehicle with a certificate of operation and the displayed H plate. Your vehicles ability to travel on public roads is a direct result of the compliance by the RMS with the legal lodgement of the required forms by your Primary Club.

Your Secondary Club is a matter of individual choice usually motivated by special interest. This Club has never at any time authorised the RMS to issue your vehicle with conditional registration under the HVS.

issue your vehicle with conditional registration under the HVS.

There exists a clear and well defined difference between these two Clubs. Harking back to the RMS listed rules printed earlier in this article and the RMS requirement for recording of journeys in the official club minutes or 'Day Book' it now becomes obvious that for your journey in your H plated vehicle to be within the law the proposed journey must be recorded. The question now arises which Club Primary or Secondary must record your journey? Legally one must do so. Obviously your Primary Club has the formal legal benefit for you, however, if you subscribe to Mark Saunders right to travel without the knowledge of your Primary Club, it would be a wise move for your legal protection to make doubly sure that your Secondary Club has completed the required minute or 'Day Book' entry. Seems that why live in the uncertainty of such a move when a simple request properly recorded by your Primary Club solves your problem. Often when something "pops up out of the blue" The full facts should be ascertained. Also the apparent disregard for the rules of operation adhered to by all other members of your Primary Club could be viewed in a very different light to that of yourself.

A member stopped on a Secondary Club run by police was asked to show his proof of club membership, his form of approval from his club [read Primary Club] to be on the public roads. He thankfully had all the required information . The main concern of the police was that the journey he was on was AUTHORISED. There is a myth about that the police do not know the rules under which HVS operates it is just that a myth.

How often have we heard it is there in BLACK AND WHITE so why stray into the GREY? Your Primary Club is there in BLACK and WHITE.

Back to the Minutes

Quote: " The Bush Council are opposed to M plates and have made a submission to the RMS along those line without consulting clubs. Their objection pursues two avenues;

The M plate does not sit comfortably/ is incompatible with H plates. Fears the introduction of the M plate would lead to the 90 day log book scheme flowing on to the H plate conditional registration scheme."

Interestingly the authors name for this piece of fiction masquerading as fact does not appear in the minute .

Fact Check.

The CHMC has not made a submission to the RMS objecting to the introduction of an M plate.

The CHMC has indicated to the RMS that it would like to be included in any discussion organised by the RMS on the introduction of a M plate. Such an action is a responsible response by CHMC whose primary role is to be informed on all RMS issues that may affect the operations of those under its umbrella of affiliation. A totally incorrect, misleading statement such as that quoted could with reasonable reasoning be seen to be mischief created by someone with an ulterior motive. As a wise man once said “beware of those who would embellish what they say in order to advance their word and put truth in the back seat.”

The CHMC is very aware of very early discussions on an M plate and recently sent out a questionnaire asking members to express their individual and club views on the pressing issue of vehicle modification. This was done so the CHMC in any future meetings with the RMS concerning the M plate would know the view of its membership to put forward.

As the CHMC President and Committee have always been at pains to point out they can only act on the issues that they are directed to by a majority of affiliated clubs. This includes . log books and any proposed M plate.

Perhaps the author of that piece of forgoing fiction will step up and write to the secretary of the CHMC giving their name and an explanation as to the proof they can produce to prove their claim. The CHMC as directed to by its members is an organisation championing the cause of the Heritage Vehicle Movement. Our members are in one voice supporters of the value to be found in the authenticity of heritage vehicles. We do not disagree with the right of any other motoring body to express views contrary to that of the CHMC. The CHMC will continue to put forward the view of its members and will direct its support to any other motoring organisation if so directed to by a majority of its members.

Minute Log Book Scheme—Historic Vehicle Sales.

Quote: “Keith Wheeler pointed out that it is much easier to complete a historic vehicle sale transaction through the log book system than the H plate CRS. Mark Saunders expanded on this by explaining that the H plate CRS is a permit scheme so the vehicle registration is not transferable ,whereas the Victorian log book is a registration scheme and the vehicle registration is transferable.”

Mark Saunders should have included that such a registration transfer would necessarily require the purchaser to be a member of a Vic Roads certified vehicle club. If the vehicle is sold under the HVS in NSW they are right the registration cannot be transferred and it is the duty of the registered seller to return the H plates from the sold vehicle to the nearest RMS office. This is a great safeguard for the seller as he then becomes no longer liable for the future use of that vehicle. A transfer under the Vic Roads log book system is also safeguarded provided the purchaser notifies Vic Roads of the transfer and pays the required fee. If he were to use the vehicle for a time without such notification and had an accident or incurred a motoring penalty the seller could become embroiled in the problem created. It is a bit like sitting for a portrait, all is not clear until the full picture is revealed.

CHMC will always be faithful to the known truth and defend its right to publically correct untruths and to supply additional information so its members can make better and more informed decisions.

The Editor on behalf of CHMC.

In line with my authorship of the foregoing comments I was concerned as to how the insurance industry would view the undertaking of a secondary club run without the knowledge or approval of the operator's primary club. To this end I contacted NRMA Veteran Vintage Insurance, explained the issue of primary and secondary clubs with travel undertaken by an insured owner in a H plated vehicle.

NRMA replied;

This is a special registration issued by the RMS in NSW and the governing bodies in other states. The registration is specifically called Conditional Registration. NRMA issues insurance cover for historic vehicles conditionally registered provided the vehicle is 30 years of age or older, the driver must be a member of a certified historic vehicle club and provide evidence of membership, driving is restricted to authorised club events only and such journeys recorded by the primary club in the manner required by the RMS in NSW and the governing bodies in other states. The vehicle must not be modified from original factory standard, except for safety modifications to meet Australian standards.

To be safe and insured when on a run in your H plated vehicle my read is don't take the risk make sure your run is properly authorised.

Editor

I'll Vote For That.

I guess there are times when we take the right to vote and make decisions for granted and because it is there we don't realise what a great gift and privilege it is to be able to vote.

The CHMC half year meeting was unfortunately a time when the privilege to exercise a vote was not enacted upon. The meeting to make business decisions for the future needed a quorum of 25 clubs 25% of affiliated clubs for any future motions to be passed. Only 12 clubs attended the meeting there were some club apologies, however, many clubs did not attend or put in an apology. The Half Year Meeting is traditionally viewed as the Council's business meeting and sets the Council's business on the forward path for the ensuing year. Council accepts that it is not possible for every affiliated club to attend every meeting, however, it is also a very real issue that any motion to progress the business of our Council requires us to be there and show our support.

The times they are a changing and transport and motoring are issues that are very much in focus, also gaining in importance. Any far reaching changes in general motoring requirements will impact on us as heritage motorists as well, this was never more true than the recent changes to the requirements for the carriage of children in motor vehicles. We as a Heritage Vehicle Movement have to be ready to confront these changes and make our collective views known to the CHMC Council which is our voice to be heard in the corridors of power. It may be a surprise to some to be told that as much as we treasure our movement there are persons who can have a great bearing on our dedicated hobby who don't give a rat's rear view about us. We have to be informed, empowered and of a majority voice when we are called upon to act.

Council has people in place who are privy to information that can be made available to us as members so we can direct Council to act in the manner the majority votes to do.

Council NEEDS OUR HELP, OUR SUPPORT to demonstrate to those in power that as a TIGER we do have TEETH.

HOW CAN WE ACHIEVE THIS?

We make sure that as a club our voice is added to the role by being at that vital meeting to vote and by making CHMC business an item of importance at our club meetings.

Was the Dubbo meeting an unsuitable venue? Is the date set down a problem?

Does your club secretary promote Council business at your meetings?

There is an expression, "if you don't use it you lose it."

Editor.

Trip to Lithgow,

On Sunday 14th December we left for our trip to Lithgow Small Arms Factory Museum. It was a bright sunny day and we decided to go direct to the museum as we didn't see any members at the Rocks area.

The Lithgow Small Arms Factory Museum was open and had a visitor's book which we promptly signed and then spent an informative hour, absorbing all the exhibits and stories about the museum in general.

Our Knowledge was increased immensely, not only did we learn that the employees of the factory had their own football and swimming clubs, but this factory also manufactured Lee-Enfield rifles, Rifle components, Vickers and Bren machine guns and tools for various projects as well as commercial items such as Australian Pinnock sewing machine, shearing combs and cutters, golf club heads, medical prosthesis, refrigerator parts and parts for the automotive and locomotive industry. Many of these parts were on display in the museum. Two elderly gentlemen were also available to answer any questions. I recall three rooms of artillery, very unfeminine stuff.

Unfortunately Brenda wasn't able to access upstairs but was able to view an impressive collection of hand guns, including muzzle loaders that has been donated by a Queensland collector.

Following the museum trip we headed to the Lithgow Workers club for lunch where we caught up with fellow club members Leigh and John Streatfield and Margaret and Bob McNeill. After lunch, the Streatfields went on to the museum and the Dwyers and McNeils headed home.

Happy New Year and Happy motoring in 2015.

Brenda and Ray Dwyer.

Brenda also asked that as she has mislaid a herb recipe book at the clubhouse, if anyone knows of its whereabouts could they call her on 63663225.

Page fillers.

Two cows are standing next to each other in a field.
Daisy says to Dolly, "I was artificially inseminated this morning."
"I don't believe you," says Dolly.
"It's true; no bull!" exclaims Daisy.

An invisible man marries an invisible woman. The kids were nothing to look at either.

Deja Moo: The feeling that you've heard this bull before.

I went to buy some camouflage trousers the other day, but I couldn't find any.

A man woke up in a hospital after a serious accident.
He shouted, "Doctor, doctor, I can't feel my legs!"
The doctor replied, "I know, I amputated your arms!"



Lithgow Small Arms Factory Museum

A factory history - a people profile

A brief history of firearm manufacture at the Government Small Arms Factory at Lithgow

Prior to 1900 practically all defence equipment had been supplied to Australia by the United Kingdom. During the South African campaign it became apparent that Australia's isolation from its armament source could lead to serious supply problems in future conflicts.

After federation of the states and establishment of the Commonwealth in 1901 the new Government faced responsibility for the country's defence. In 1907 the decision was made to establish a factory for the manufacture of small arms in Australia.

After much deliberation amongst Government officials, Lithgow, situated on the western foothills of the Great Dividing Range, was approved as the site for the new factory. A number of factors influenced this choice; the existence in the town of a steel works; a thriving coal industry; a rail link to Sydney; and being 90 miles inland, Lithgow was considered safe from naval bombardment.

Building commenced in 1909. Companies in the United Kingdom, Europe and USA were invited to submit tenders for the supply of a plant to manufacture the Lee-Enfield rifle at the rate of 250 per week.

In a very controversial decision at that time, almost an act of treason to some, Pratt & Whitney Corporation of America secured the contract over 3 British tenders. They supplied the complete plant, machine-tools, jigs, fixtures and gauges, foremanship training at their works in USA for 6 Australian tradesmen, and the first manager at Lithgow. This enabled the factory to produce a rifle applying the best principles of the day towards quantity production with semi-skilled labour.

The new factory, named the Small Arms Factory (SAF), was formally opened on June 8 1912. The first 40 Short, Magazine Lee-Enfield Mk.III rifles were completed by May 1913. Following the outbreak of World War I in 1914 production rose to 1600 rifles per week.

From 1925 - 30 building extensions were carried out for the manufacture of the Vickers machine-gun. Again further extensions during 1938 - 39 for the manufacture of the Bren light machine-gun.

During World War II, following the evacuation of Dunkirk in 1940, the United Kingdom Government requested that all available Australian weapons were sent to them. The Lithgow factory could not keep up with arms requirements. A new annex factory was erected at Bathurst some 40 miles west of Lithgow. Within a short time of starting production this factory made 2000 sets of rifle components plus the necessary spares. Barrel manufacture and final assembly was carried out at Lithgow.

A short time later the Australian army requested an increase to 4000 rifles per week. A second new factory was built at Orange, a further 40 miles west of Bathurst. This new plant incorporated barrel making capacity - only rifle assembly was carried out at Lithgow allowing SAF to concentrate on producing the Vickers and Bren machine guns and the tools for various other projects.

The increased demand for rifle woodwork in 1941 was met by the establishment of an annex at the factory of Slazengers (Aust) Pty Ltd, near Sydney. Then to take advantage of the hitherto untapped

resources of unskilled labour, small feeder factories were established at 8 other country towns all within 150 miles radius of Lithgow.

By 1943 employment at the Lithgow factory had grown to 6000, with a further 6000 employed at Bathurst, Orange and the other feeder factories. Weekly production of 4000 rifles, 150 Bren, and 50 Vickers machine-guns was achieved in this period.

From late 1944 production was curtailed, and the following 2 years saw closure of all except the Lithgow factory. Production of the Lee-Enfield rifle ceased in 1956 – up till then a total of 640,000 rifles had been produced in Australia.

Between wars production and employment reduced considerably and the Factory struggled to survive by producing items for the commercial market. Valuable skills were kept alive and the Factory kept in readiness for when it would again be needed. Commercial items produced at the Factory include the more note-worthy Pinnock sewing machine, shearing combs and cutters, the Mixmaster, the Slazenger sporting rifles, golf club heads, medical prostheses, and parts for refrigerators, the automotive industry and locomotives. Many small and unprofitable items were also produced in an often desperate attempt to keep the Factory afloat.

In 1954 the Australian government adopted the 7.62mm L1A1, based on the 7.62mm F.A.L. produced by the Fabrique Nationale d'Armes de Guerre, (FN) of Herstal, Belgium. This entailed entire re-organisation of the factory, construction of new buildings and the procurement of new machines and machine tools. Tooling up for the new rifle commenced in 1956 with the first deliveries to the Australian armed services in 1959. Production of the L1A1 ceased in 1986.

Production of a heavy barrelled version of the L1A1 commenced in 1962 and ceased in 1982. This rifle was designated Rifle 7.62mm Automatic L2A1 and was only produced in Australia and Canada.

During 1963 production commenced on the 9mm SMG-F1 that was to replace the 9mm Owen gun in the Australian armed services. Production ceased in 1973.

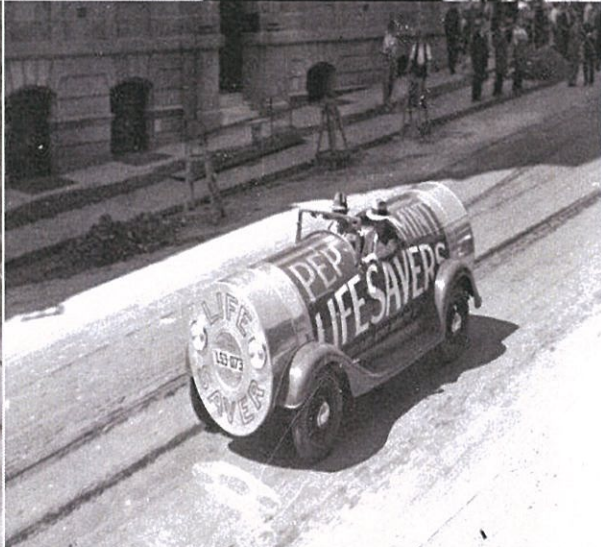
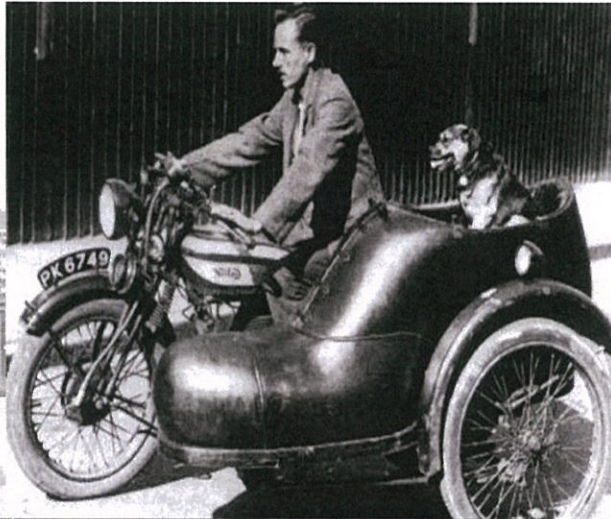
A short version of the L1A1 designated Rifle 7.62mm L1A1-F1 was produced in the early 1970's, most of which were manufactured for the Papua and New Guinea defence forces. This rifle was around 2 ¾ inches shorter than the standard L1A1.

After extensive trials during the early 1980's the Australian Government decided to adopt the Austrian 5.56mm AUG Steyr. Production incorporating Australian modifications commenced during 1987. Lithgow SAF became the Lithgow Facility of ADI Weapons and Engineering Division.

The first deliveries of the new rifle designated 5.56mm Austeyr F88 were made to the Australian Armed Services during 1988 and later to the New Zealand Army. Australia also adopted the 5.56mm Minimi as a light support weapon, this being designated the F89. Production ceased around 1996-97 approx 6000 were manufactured. Approx 60% of this weapon was produced by ADI with the rest being supplied by F.N. The receiver was one of the items supplied by F.N.

In 2006 the Factory, which had become fully corporatised under ADI, was sold to the French aerospace and defence consortium Thales Group, and is still manufacturing the Austeyr F88. At present there are approx 140 persons employed at the factory.

These were absolute pieces of art,
Thanks Ken.







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.

(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)

(1) **For Sale.** 1990 Ford Capri convertible. Above average condition, 1.6 SOHC, 5 speed manual, Air, power windows, Flip up lights, Power steering electric windows new convertible roof. CD played May 2015 rego. Heap of fun to drive and cheap on petrol.
\$2000.00. ONO Chris 0428659224 or 63659224 (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)

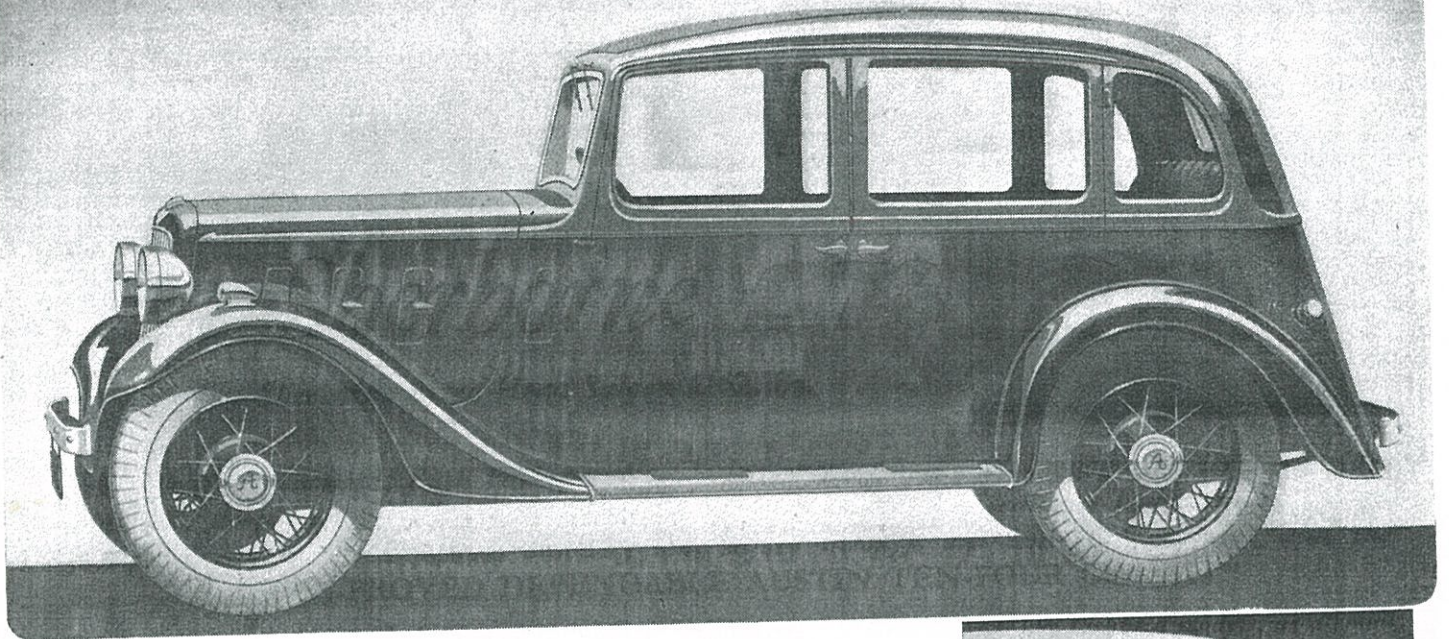
(10) **For Sale** 1956 Hillman Minx, lovely car, just completed 3000km round trip. Datsun 120 rear axle. on club plates. \$5500.00 Contact 0409311002 (just cars magazine)

(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

(10) **For Sale** 1930 Ford Tudor, complete car in very good condition, This car will require very little work to restore or hot rod. \$13750.00. Contact 0412831956 (Steve) or 0421331934 (Sharon) (just cars magazine)

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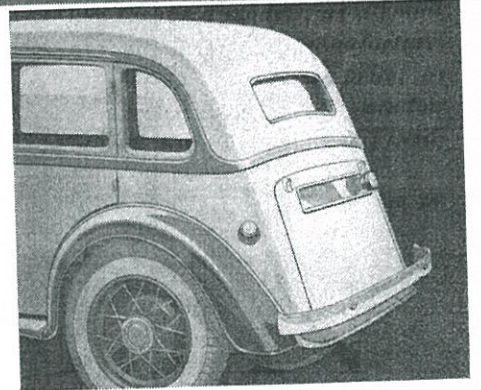
FIRST APPEARANCE



A NEW SIX-WINDOW TEN-FOUR SALOON

The Sherborne £178

The Sherborne Fixed-Head Saloon £162.10s.



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screen and windows. **FOR CONVENIENCE**—flush-fitting sliding roof, indirectly lighted instrument board, large parcel compartment in fascia board and foot-operated dip and switch headlamps. **FOR PERFORMANCE**—the dependable Ten-Four engine and chassis which give astonishing power and flexibility combined with smoothness and economy of running.

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