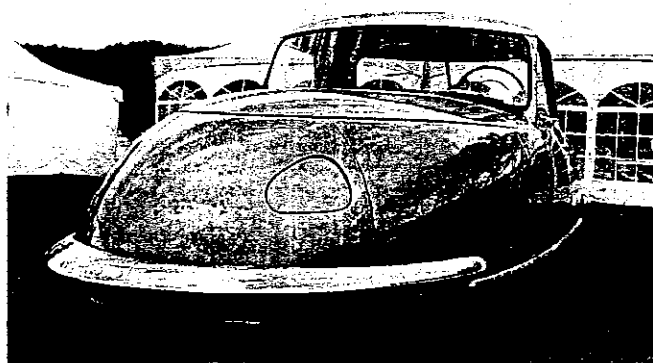


ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Restoration Rambler

July 2011

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



1948 Davis Devin

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



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Web-site Co-ordinator	Andrew McDougall	6362 2942	a.mcdougall@octec.org.au

*Key holders are indicated by **

Meetings are held in the Club Rooms on the 3rd Monday of each month commencing at 7:30pm at Louie Lane, Spring Creek. All visitors are welcome. Note, the editor and /or club members do not necessarily share the opinions that may be expressed in the magazine.

President's Report

Winter is certainly upon us in the Central Tablelands. But that's no excuse for not being out and about in our historic cars. Just layer up and pop on a beanie. There is plenty to do out there, you just have to look.

It was decided at our last meeting to take a run to Bathurst for our usual monthly run. I know a number of our members not being at that meeting may have not been informed of this in light of our proposed luncheon at the club house being postponed. For those of us who made the trip an enjoyable lunch was had by all. Some of us took the long road home while others took the adventurous way returning via Ophir Road from Bathurst following up White Rocks Road and finally onto Icely Road. Now tar all the way.

For those of us in the more sporty type vehicles we took the long road via Tarana. This turned out to be not such a good idea. One particular member took bragging rights at not ever requiring assistance or breaking down (yours truly). Only to be caught out on the last 100metres into Tarana with a major vibration and serious concern at the noise emanating from under the gear box.

With two well mechanically informed gentlemen on hand a quick inspection found the vehicle safe to drive. A change of plan for the rest of the day found the little B limping home along the GW Hwy, returned safely to its garage. An appointment has been made with a friendly repair shop and I'm confident the little white machine will be back on the road in no time at all.

At the time of writing, the mid week run people will be heading out to Cudal this Tuesday for whatever it is they do on their mid week runs. All sounds a bit like *Secret men's business* to me.

At the August meeting we will be honored with a visit by the current President of the Bush Council Rodney Bradley (Parkes) and bush council member Don Tuvey. This visit will be discussed at the July meeting.

That's it for now. Take care in the winter. Remember, Orange is known for its four seasons. This just happens to be one of them.

Happy rambling.
Kerry Risstrom.

Orange District Antique Motor Club Inc

EVENTS CALENDAR 2011

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.
For further information on any event contact Ken Gazzard phone 6361 8801 mob. 0400 863 921

AUTHORISED CLUB RUNS

JULY

- Tuesday 12th Mid Week Run – morning tea in Cudal and Chinese Lunch at Canowindra Golf Club.
- Monday 18th Monthly meeting at the Club House 7:30 pm.
- Wednesday 27th Easter Rally Meeting at the Club House 7:00 pm
- Saturday 30th YEOVAL MULGA BILL BICYCLE FESTIVAL. Vintage Car, Bike & Truck Show.
Meet at Cook Park ~~9:30am~~
9:00am

AUGUST

- Tuesday 9th Mid Week Run – meet at Club House for morning tea 10:00 am. Travel to Carcoar Dam then onto Blayney for a “Hot Pie” lunch.
- Monday 15th Monthly meeting at the Club House 7:30 pm.
- Sunday 21nd. Meet at Lucknow “Coffee and Cane” for morning tea 9:30 am. and travel to Tarana Hotel for Lunch.

September

- Friday 2nd. to Sunday 4th. **President’s Run to Canberra** – see Kerry for details and Itinerary.
- Sunday 4th. Father’s Day Lunch - TBA
- Tuesday 13th. Mid Week Run – TBA
- Monday 19th. Monthly meeting at the Club House 7:30 pm.

Other Club Events.

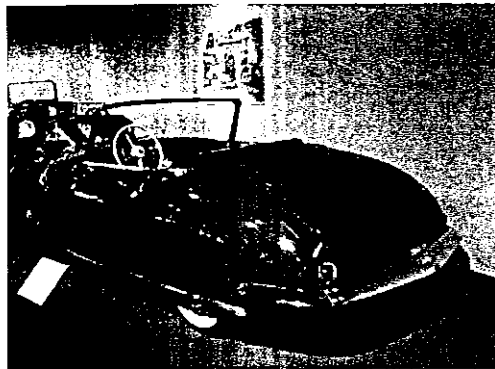
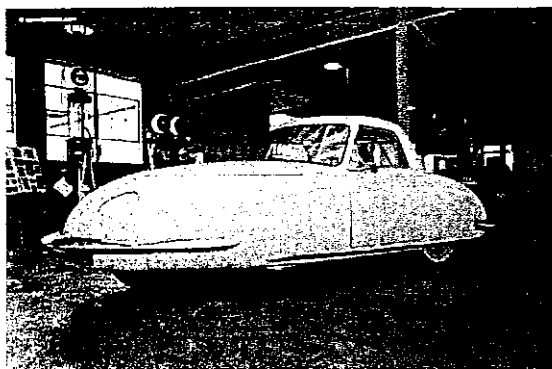
- Sunday 16th. October Parkes Swap Meet.
- Sunday 20th. November REGO DAY. 8:30 am.

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Swap Meets and Other Events – non club runs

- Sunday 28th. August Dubbo Swap Meet
- Sunday 4th. September Cootamundra Father’s Day Swap Meet
- Sat./Sunday 10-11th. September North West Swap meet – Gunnedah
- Frid - Sunday 16 -19th.September **35th National Chevrolet Festival – Tamworth.**
Celebrating 100 years of Chevrolet
Hosted by the Chevrolet Club of NSW
- Saturday 8th. October The Heritage Vehicle Clubs of NSW SW Slopes get-together at Cootamundra.
Hosted by the Cootamundra AMC to be held at Harden Racecourse.
- Sunday 30th. October Canberra Swap Meet to be held at EPIC
- Sunday 4th December Terribly British Day to be held in Canberra

1948 Davis Divan



The Davis was originally designed by Frank Kurtis, later to be known for his Kurtis Kraft Indy Race Cars in 1940. After the War, Gary Davis, a builder of custom cars for the movie set and promoter par excellence undertook to put the car into production. Claims were made that the car would weigh less than 1000 lbs, have a top speed in excess of 80 mph, and fuel economy of 35 to 50 mpg. The Davis did have a turning circle of only 13 feet and could be parked in a space only inches longer than the car. This is possibly the last of 15 hand-built prototypes that were built before various lawsuits brought an end to further production and Mr. Davis was sent to prison for fraud.

Some sources say Continental engines were used in the first cars, with Hercules engines in later ones. The Davis Divan (also dubbed the Californian) was debuted in 1948 and though it is commonly believed that 13 models were only ever constructed, there lies some suspicion whether there were more, or possibly even less ever created. Advertised as 'the car of the future', this was certainly an unusual vehicle with aircraft-inspired styling, aluminium body construction, three-wheeled car. At a time directly following World War II, automakers were attempting to catch the eye of the public; Gary Davis unveiled a particularly odd vehicle. Though the effort never reached fruition, Davis did raise enough money from investors to construct 17 of these unique three-wheelers.

By 1945 Davis began promoting the 'Californian' as the prototype for an all new automobile venture. With very limited backing, Davis put together a small group of bright young engineers with only the promise of twice the normal salary once the company reached prosperity. The Californian was used continuously and quickly fell into disrepair which prompted Davis to begin on the new concept that would be only 'loosely' based on the original Kurtis creation.

Interest surrounding this concept began to grow, and a former aircraft assembly building was acquired to now house engineers and a future assembly line for the new Davis Motor Car Company. The new prototype was dubbed 'Baby'. 'Baby' was powered by a 47 hp Hercules 4-cylinder engine, still rolled on three wheels, featured Borg-Warner 3-speed transmission, Spicer rear end and four-across seating. This prototype was the basis behind all of the claims of production. Enthusiasts couldn't wait for this car to reach production and orders poured in at first of 50 cars a day, eventually leaping to 1000 a day believing production of the new Davis 'Divan' Sedan to begin in 1948.

Soon after Baby, a second prototype emerged called 'Delta', followed closely by a third prototype known as 'model 482'. Unfortunately during the time that the cars were slowly completed for both testing and promotion, the hardworking staff of the Davis Motor Car Company was not being paid. Lawsuits began pouring in from both investors and dealers. Gary Davis was estimated to have raised \$1,200,000 with more than 300 franchises ready in place impatiently waiting for the first shipment of Davis cars.

May of 1948 Davis underwent investigation by the L.A. District Attorney's office for fraud while 17 ex-employees filed suit for back wages. The Davis plant was shut down soon after and by November, the D.A. had raided Davis Motor Cars and had seized all company records and began developing a case.

Right before the plant was closed, Davis, aided by a very limited crew produced a variation of the 482 design for the military called Model 494. This model was a Jeep-like version of the Divan that featured an open body. Three of these Model 494's were constructed in under a week and two of them were shipped to the Army for testing at the Aberdeen Proving Grounds in Maryland.

All of the assets of the Davis Motor Car Company were sold for tax claims in May of 1950. Davis was anything if not a survivor though. 16 franchise holders formed the Delta Motor Car Company in an effort to salvage the Davis, owning only car #5 and some tooling. Delta attempted to have Reliant Engineering Company in Staffordshire, England manufacture the vehicle, but unfortunately investor funds ran out before any real progress could be made. English custom officials had Car #5 scrapped for non-payment of duties. Davis was brought to trial on 28 counts of Grand Theft and ended up being found guilty on 20 counts of fraud (4 counts of not guilty were found, and 4 counts were dropped). Even though franchisees had signed contracts that stated no guarantees, the court ruled that purchases had been based on Gary Davis's integrity and word, regardless of the wording of the contract.

Though his conviction was appealed, Davis was sent to a low security prison for two years at Castaic. In 1954 upon his release, Davis went on to find success riding in the development of the Start-O-Car and Dodge-em bumper car amusement park ride in the late 1950s. After retiring to Palm Springs, CA, he eventually opened a small consulting firm called Engineering Associates, he looked for investors to construct a three-wheeled safety vehicle dubbed the Interceptor. The car incorporated a 360-degree rubber bumper. Gary Davis died in 1973 from emphysema and the innovative dream of a three-wheeled Davis Divan reaching production unfortunately died with him.

Note on Presidents Run 2011 – Canberra ACT. Friday 2nd to Sunday 4th September.

For this years President's Run I have decided to organize a three day, two night trip to Canberra. Accommodation will be at Yowani Country Club just off the Barton Hwy on Northbourne Ave. A visit to The Museum of Democracy in Australia (Old Parliament House), a run down to Lanyon Homestead in Thawa for lunch, Dinner and Jazz at the Club with some family and friends joining us, as well a breakfast provided by our fellow historic vehicle owners Canberra Club among the activities. There will be enough to keep you busy all weekend or you can take a relaxed approach. Standard rooms at Yowani Country Club are \$127.00 per night per double. Secure parking available with all rooms. Meals will be reasonably priced with dinner both nights at the Club. Morning tea and lunch will also be at a reasonable cost however you can bring you own as all rooms have a full kitchen facilities.

If this tweeks your interest I will have a full itinerary available at the next meeting.

A deposit of \$50.00 per couple will be required as soon as possible to secure our accommodation.

If you have any questions please do not hesitate to phone me at home.

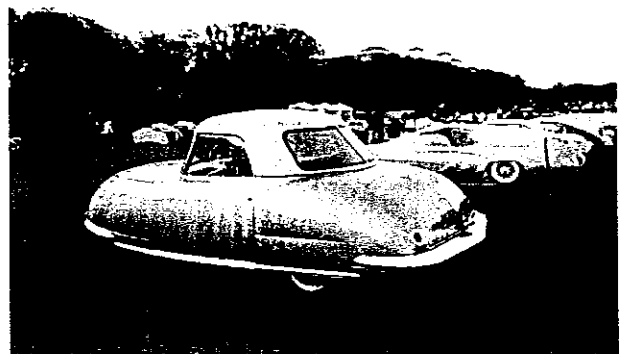
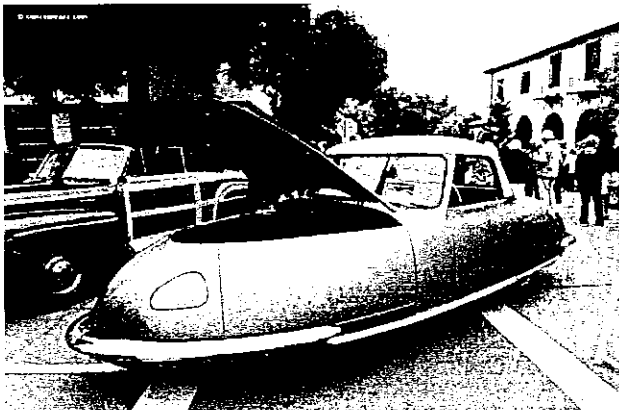
This will be a fun weekend. You will need to pack your sense of humor, sense of adventure and prepare to see Canberra as you have never seen if before.

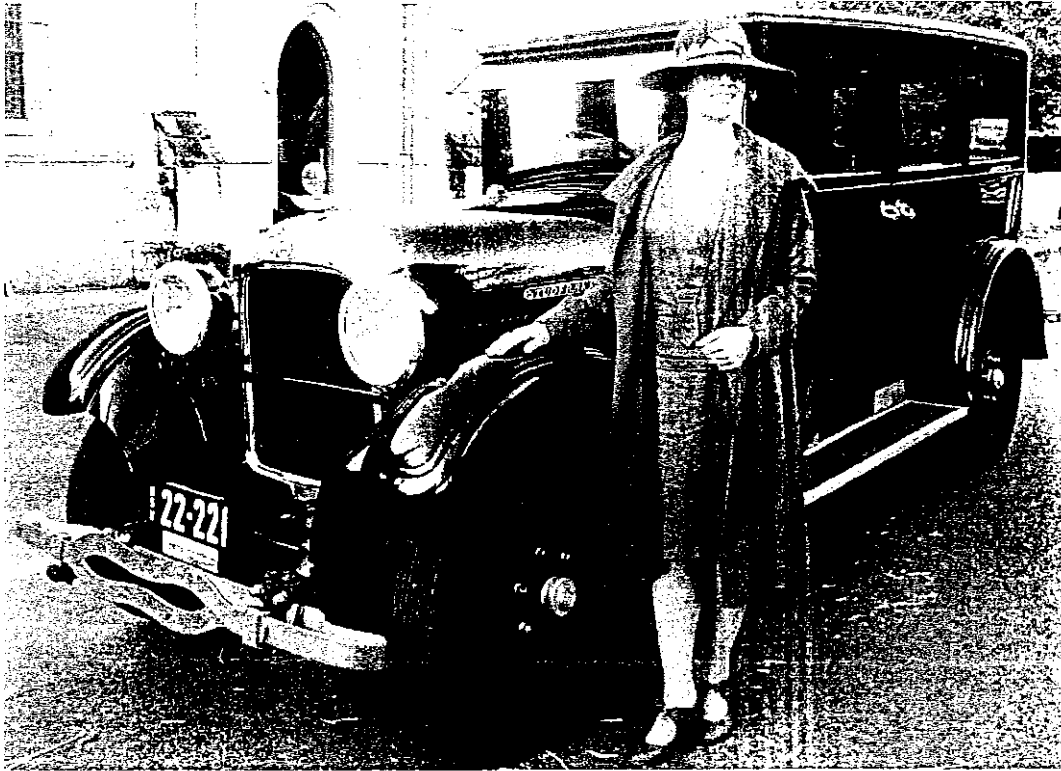
I hope you can all hop along for the ride.

Kerry Ristrom. President.

Supper Roaster

July	Ken Gazzard Bruce Heinrich	August	Bev Holland Dick Jane	September	Dave Kain Berkeley King
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As most of us know George Tait could not drive his Studebaker in the Autumn Rally because it was on location being used in the up-coming Underbelly Razor series. At the presentation dinner he spoke about the history of the car and that it had been owned by Kate Leigh. Here we see Danielle Cormack playing the roll of Kate standing beside the car during filming.

Club Presentation



Kerry presenting Ken with the 'Certificate of Appreciation'

At our Monthly Meeting in May a Presentation was made to Ken Gazzard in recognition of the outstanding effort he had put into the restoration and painting of the Club House. Ken was the "Driving Force" behind the project and it has certainly given our premises a long awaited lift.

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

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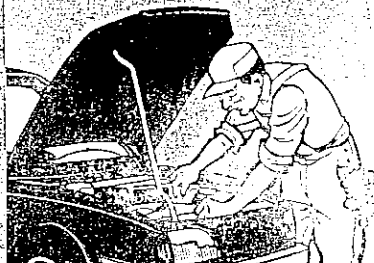
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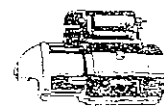
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FOR SALE & WANTED

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

- For Sale:** 1951 Jaguar Mark 7- 4 Door, Black Duco, Red leather interior in good con.
Some rust in footwells, factory fitted (rare) 3.4 litre 6 cycl. Xk 120 motor.
Contact Andy for more info. Ph. 0428 261 242
- For Sale :** 1924 Studebaker Motor just done 1,000 klms. New tyres,
Condell Park \$23,000 Trading Post
- For Sale :** 1966 Humber Vogue Auto, good tyres, orig. tools, workshop manual
In running order, no rego. tidy appearance
Contact Bill Robertson Ph. 4681 8767
- For Sale :** 1959 Mercedes Benz 190 plenty of spare parts, some books, good beige paint,
radial tyres, on club rego, a pleasure to drive. 67,000 miles
Contact Leigh for more info. Ph. 02 6296 2595 **\$7,5000** (Woollongong)
- For Sale:** 1946 Austin 16 Fire Damaged. Motor & trans good, Tyres 85%, 4 spare doors
Contact: Kevin Bowyer 02 6362 7138 (Orange) **\$1000** ono
- For Sale:** 1923-24 Rugby New radiator, gearbox & diff overhauled, all new bushes, king pins
and shackles. Engine not rebuilt, lots of spares.
Contact Richard Cormick Ph. 4889 9655 (Berrima)
- For Sale:** 1947 Rover 12HP Saloon Earlier restoration, engine & gearbox rebuilt,
New tyres, good leather seating, lots of new & used parts, Historic rego
Contact Jon Sibley Ph. 02 6368 7147
- For Sale:** 1926 Dodge Tourer Semi restored, mechanically fully restored, new brakes
Needs trimming, some parts available. \$10,000 or offer
Contact Bruce Ph. 02 6342 4410
- For Sale:** 1973 Triumph 2500 – Jasmine white, in good cond. On club plates. Ready to rally
Contact Noel Ritchie Ph. 6942 2520 (Cootamundra)
- For Sale:** 1964 Hillman Imp Looks good, goes well, hist. rego. More info
Phone 6947 1357 (Tumut) \$5,5000
- For Sale:** 1963 MGB VGC, red with black trim, recon gearbox, new clutch, electronic ign.
unleaded head. Rego MG.009 **\$18,000** ono
Contact Ed Gilmore 02 4232 3087 (Woollongong)
- For Sale:** Triumphs TR3 A - 2 Litre engine rebuilt & used on road for 3,775 miles, low port head,
extractors, HS6 SU's, thin belt pulley conversion, rack & pinion steering, disc brakes,
roll bar, chassis gusseted for extra rigidity, spare set of wheels & tyres, lots of other
modifications & bits. Used in Regularity from 1991-2002. Repainted in Le Mans Red.
(car is currently unregistered)
Offers around **\$22,000**. Contact Alan Mitchell (02)6361-4732 (Orange).

FREE: 4 of 550 x 19 tyres with tubes & rust bands; 2 of 500 x 19 used tyres suitable for
rolling chassis.
Contact Phil Donoghoe, H. 02 6258 4608 M. 0419 466 602. (Canberra)