



Orange District Antique Motor Club Inc.

Restoration Rambler

June / July 2016

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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2016

PATRON	Leon McFadden	6362 1087
Joint position	Jim Coomber	
PRESIDENT	* Keith Packham	63668015 packham042@bigpond.com
VICE PRESIDENT	* Kerry Ristrom	63602382 riststromlakes@yahoo.com.au
SECRETARY	* Graham Mansell	0434143498
ASSISTANT SECRETARY	Robert McKenzie	63667234 dimity.mckenzie@bigpond.com
TREASURER	Bob Boaden	63652274 robertboaden@bigpond.com
ASSISTANT TREASURER	Kevin Penson	6364 5202
EDITORIAL TEAM	Chris Bromley	6365 9224 cbromley111@optusnet.com.au
PUBLICITY OFFICER / SOCIAL SEC.	Kevin Penson	6364 5202
PROPERTY OFFICER	* Ken Gazzard	6361 8801 kengazzard1@bigpond.com
LIBRARIAN	Richard Jane	63651242
PUBLIC OFFICER	Kevin Bowyer	6362 7138
EVENTS COMMITTEE	Peter Amos	6366 3152 amos@bigpond.net.au
	Keith and Nancy Packham	6366 8015 packham042@bigpond.com
	Chris Bromley	63659224 cbromley111@optusnet.com.au
	John Streatfield	63684443
	John Nicholson	63663992 0408297015
REGISTRATION OFFICER	Bernie Schell	6360 0563 rusty71@virginbroadband.com.au
REGISTRATION ASSISTANT	Keith Packham	6366 8015 packham042@bigpond.com
SCRUTINEERS	Bernie Schell	6360 0563 rusty71@virginbroadband.com.au
	Keith Packham	6366 8015 packham042@bigpond.com
	Stephen Halls	6362 9851
	* Bob McNeill	6362 0239 bob.mac@cirruscomms.com.au
	Kevin Ryan	6368 2793
Delegate for BUSH COUNCIL	Keith Packham	6366 8015 packham042@bigpond.com
Alternate Delegate	Leon McFadden	
MANAGEMENT COMMITTEE	* Bob McNeil	63620239
	Les Cridland	63626810 plus 4 committee members
	* Bruce Heinrich	63655300 0429655300
Web-site	odamc.org.au	
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.

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 041196688

June

- Thursday 2nd Run to Molong Freemasons Hotel.
Friday 10th to Friday 13th Wagga Wagga swap meet
Sunday 19th Manildra Pictures with Parkes Club possible inspection of Mill museum, open at 11.30
Monday 20th Monthly meeting at Club House 7.30pm`

July

- Thursday 7th Run to Millthorpe Commercial Hotel for lunch
Monday 18th Monthly meeting at the club house 7.30pm
Sunday 24th Morning tea at Two Fat Ladies Lucknow then a run to Kelso for lunch at Kelso Hotel Stables Bistro Roast for \$12.50

August

- Thursday 4th Run to Bathurst Somerville Collection.
Saturday 13th Vintage truck and quilt show, Dubbo showground.
Monday 15th Monthly Meeting at Club House 7.30pm
Saturday 20th Casserole evening at club house 6.30pm bring either main or sweet to share
Sunday 28th A combined run with the Australian Sports Car Club morning tea at Blayney BYO then travel to Beekeepers Inn for lunch numbers needed at August Meeting please

September

- Thursday 1st Run to Blayney, BYO, pub or shops available
Sunday 18th Provide lunch for Jaguar Club
Monday 19th Monthly Meeting at Club House 7.30pm
Wednesday 21st to Monday 26th, Humpmobile rally at Singleton.
Saturday 24th to Saturday 1st October, Chev 4 rally at Shepperton in Victoria.
Sunday 25th Run to George Tait's Property, Sunny Downs.

October

- Thursday 6th Run to Cargo Inn for lunch
Saturday 8th & Sunday 9th Presidents Run to Binalong and Harden overnight
Friday 14th Morning tea for Sporting Car Club Sydney
Monday 17th Monthly Meeting at Club House 7.30pm
Sunday 23rd Run to Yeoval visit Banjo Paterson Museum

November

- Thursday 3rd Run to Manildra Hotel for Lunch
Monday 21st Monthly Meeting at Club House 7.30pm
Sunday 27th Bring morning tea to Banjo Paterson Obelisk. Then visit Croagh Patrick orphanage Lunch at Metro Hotel then visit Old Town Hall Building.

June <i>Dom Marriott</i> <i>Andrew McDougal</i>	July <i>Paul and Kerry Nichols</i> <i>Bob and Dimity McKenzie</i>	August <i>John and Kerrie Nicholson.</i> <i>John and carol Pankhurst</i>
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

President's Report for June / July 2016

My annual holidays will soon be here we head out on 7th June not back until 11th August Vic President Kerry will chair the next two meetings.

We are sorry to hear that our Secretary Graham Mansell has become very unwell and will be resigning for this position we wish him all the best. Robert McKenzie has indicated that he will fill this position for Graham.

Information on the President's Run is in this magazine we will need numbers for the Hotel accommodation for the August meeting, if you are staying at the motel you will need to do your own booking.

We have a good line up for Abercrombie House on Sunday we have let the organizers know the numbers for tour and lunch.

Pre1931 Rally at Dubbo was a great success with 90+ cars attending the weather was good, company good and food was excellent well done for Dubbo.

Remember this is a bi-monthly magazine as the editor will also be away so read up on your events keep a record of the events you attend to give me when I return so I can bring the points system up to date.

By all accounts the Bathurst air show was a great success.

Please read up about vintage registration day on the last weekend in November and a reminder that we will need a new president for the next three years.

Yours in vintage motoring
Keith

Some interesting signage to fill the page sent in by George Tait.

At the Electric Company:

"We would be delighted if you send in your payment on time.
However, if you don't, *YOU will be de-lighted.*";

In a Restaurant window:

"Don't stand *there and be hungry; come on in and get fed up.*";

In the front yard of a Funeral Home:

"Drive carefully. We'll wait.";

At a Propane Filling Station:

"Thank Heaven for little grills.";

In a Chicago Radiator Shop:

"Best place in town to take a leak.";

Sign on the back of another Septic Tank Truck:

"Caution - This Truck is full of Political Promises"

PRESIDENT'S RUN TO HARDEN
SATURDAY 8TH TO SUNDAY 9TH OCTOBER 2016

We will **NOT** leave from Cook Park we will meet everyone at Cowra the park on the riverbank on the Lachlan Valley way towards Boorawa at 9.30am for morning tea. We will then proceed through Boorawa and turn right to Binalong where will be having lunch at the Binalong Hotel.

The Hotel has Dutchy's Restaurant which is wheel chair friendly

Meal \$15 for seafood pie, chicken schnitzel, beer battered fish

\$18 for lamb cutlets \$25 for scotch fillet \$7.50 Hamburgers

\$8 Steak sandwich \$8.50 chicken burger, \$6.50 fish & chips

After lunch we will visit the Motor Museum \$5.00 entry and the Glass blower Peter Minson who will give a demonstration cost \$3.50 for this, cake and coffee available at his shop, wheel chair friendly.

After our afternoon in Binalong we will proceed to Harden and our accommodation. We have booked a Hotel in Harden, single \$30, Double \$60. The hotel accommodation is not wheel chair friendly

I have contacted the Harden Motel 63 862377 they have rooms \$92 single \$106 Queen and \$114 twin, they have two disabled rooms. If you would like to stay at the motel you will need to ring and book the room they suggested you do that early as at weekends they are usually full.

For hotel accommodation you will need to ring Keith on 63 668015 after 12th August or give name at the August meeting.

Dinner will be at the Hotel restaurant which is wheel chair friendly menu will be in rally pack.

Breakfast will be available at the hotel restaurant \$15.00 per person for full cooked breakfast they require numbers for this

After breakfast we will travel via Wambat (antique shop) to Young where we have lunch at Chinaman's Dam, Lambing Flat, sausages and bread provided you will need to sort your own drinks.

This will be the official end to the weekend feel free to spend time in Young maybe an afternoon stop at Cowra on the way home.

A sign in a shoe repair store in Vancouver:

We will heel you

We will save your sole

We will even dye for you.

A sign over a Gynecologists' office:

"Dr. Jones, at your *cervix.*";

In a Podiatrist's office:

"Time wounds all *heels.*";

On a Septic Tank Truck:

Yesterday's Meals on *Wheels*

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
MONTHLY GENERAL MEETING
16 May 2016

Opened: 7:30 pm

Members present: 22 as per attendance book

Apologies: Bob Campbell, Bruce Heinrich, Peter Amos, George Tait and Graham Mansell.

Visitors: Nil

Minutes of previous meeting: Accepted as printed in the magazine Moved: Ray Dwyer Sec: Jonathan Rolfe

Correspondence In:

- Invitation from Lyndhurst Soldiers Memorial Hall and Village Committee for Village Market Day to be held Sunday 23 October 2016.
- Thank you letter from Neville Hall Committee for Car Club members attending the Veteran's Sunday Commemorative Service.
- Invitation from Antique Car Club of Albury Wodonga for CHMC 47th Annual Rally to be held 18th to 22nd May 2016.
- Cootamundra Antique Motor Club advice that magazine will not be sent but is available on line at www.cootamundraantiquemotorclub.org
- Thank you card from Noeline Perks
- Thank you letter from Neil and Judy Freeman
- Shannon's sale catalogue
- Magazines from other clubs

Moved: Richard Bloomfield Sec: John Nicholson

Treasurer's Report: Bob Boaden presented and tabled the monthly report and statement of account. Tabled report accepted. Moved: Bob Boaden Sec: Bob McNeill

Accounts to Pay:

Reimbursement Chris Bromley postage \$105.00

Moved: Bob Boaden Sec: Bob McNeill

Editor's Report: Chris reported that a combined magazine will be produced for June and July. Chris requested that any articles or information for the combined magazine be sent to him as early as possible. Chris sought a quote for the magazine to be produced in colour and the Club members agreed to continue production in black and white at this stage.

Moved: John Nicholson and Bob McNeill

Events Report:

Kevin Penson reported on The Autumn Rally held in Dubbo. There were 97 entrants with 95 cars attending. There were 12 veteran cars in the entrants. Good Rally.

Chris Bromley reported on Lifeline Soar, Ride and Shine event in Bathurst. He reported that the airshow was very good. Chris suggested that there could be some improvement in the car display and entrance arrangements.

Keith Packham sought numbers of members attending the event at Abercrombie house on Sunday 22 May 2016.

Kerry Risstrom advised that the Christmas Party will be held at the Botanic Gardens on 3rd December 2016. Further details will follow.

Hupmobile Rally 21st September to 26th September 2016 at Singleton is a club event.

Chev 4 Rally 24th September to 1st October 2016 at Shepparton, Vic. Is a club event.

Moved: Kevin Penson Sec: John Nicholson

Keith Packham asked members to contact him with any views on the club hosting rallies.

General Business:

Keith Packham reminded members that a last car should be nominated at each run to ensure no members are left behind.

BUT: No nominations

Raffle Won by: Andrew McDougall

Meeting Closed: 8:35 pm

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

EDITORS RAMBLE

As mentioned in last month's magazine, this issue, will be a joint June/July edition and has been posted out earlier than usual. You usually receive your mag either by mail or electronically, late in the month so it is ready for the following month but due to travel arrangements, this one is very early. I do apologies for any inconvenience but I will be in Europe until the middle of July. Normal postage times will return for the August edition. If you have any articles or pictures continue to send them to me and they will be included in the August mag upon my return.

I have had some complaints regarding the quality of the pictures in last month's edition, they were very dark and hard to see as a result. I will attempt to get this corrected at Wangarong for this mag.

This month's front cover shows Graham Mansell's little 1967 Triumph Vitesse. I have also included an article about this unique little English car that preceded the Triumph Stag.

A back packer working for Don Marriott, Caitlin, sent in an article about the ANZAC day tour, unfortunately no new pictures were taken as Don was involved in the procession so I have added some archive pictures from last year. I have included an email (below) sent in by Andrew regarding the model A Ford and some possible interaction with other clubs.

The Presidents run has been included and looks great, also included are some page fillers sent in by George Tait, enjoy.

See you all upon my return at the July meeting.

From: Glenn Mickle [mailto:GMickle@orange.nsw.gov.au]

Sent: Friday, 29 April 2016 11:03 AM

To: 'odamcinc@gmail.com'

Subject: A model owners?

Hi

I'm wondering if we have any A Model Ford owners in the region?

Also so if the Club would like to assist in hosting visiting car clubs with itineraries and local knowledge.

We are getting quite a few inquiries of late.

Cheers

Glenn Mickle | Tourism Manager | Corporate and Commercial Services | **Orange City Council**

151 Byng Street | Orange NSW 2800 | PO Box 35 | Orange NSW 2800

T 026393 8215 | **F** 026393 8199 | **M** 0409 615 738 | **Switch** 02 6393 8000

E gmickle@orange.nsw.gov.au | www.orange.nsw.gov.au

The events committee met and have come up with Events to take us through to January 2017. There are some great new runs planned so please take a minute to have a look and come out with the club and have a good time.

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

Triumph Vitesse

The **Triumph Vitesse** is a compact six-cylinder car built by [Standard-Triumph](#) from May 1962 to July 1971. The car was styled by [Giovanni Michelotti](#), and was available in saloon and convertible variants.

Vitesse 6

1965 Triumph Vitesse Saloon

The Triumph Vitesse was introduced on 25 May 1962, re-using a name previously used by the pre-Second World War Triumph Motor Company from 1936–38, and was an in-line 6-cylinder performance version of the [Triumph Herald](#) small saloon. The Herald had been introduced on 22 April 1959 and was an attractive 2-door car styled by the [Italian](#) designer Giovanni Michelotti. Within 2 years, Triumph began to give thought to a sports saloon based on the Herald and using their 6-cylinder engine. Michelotti was again approached for styling, and he came up with a car that used almost all body panels from the Herald, combined with a new front end with a slanted 4-headlamp design.

Standard-Triumph fitted a 1596 cc version of their traditional [straight-6](#) derived from the engine used in the Standard Vanguard Six, but with a smaller bore diameter of 66.75 mm (2.628 in), compared with the 74.7 mm (2.94 in) bore on the Vanguard, equipped with twin [Solex](#) B32PIH semi-downdraft [carburettors](#). These were soon replaced by B321H carburettors, as the accelerator pumps proved a problem. The curious observer will notice a "seam" on the cylinder block between the third & fourth cylinders revealing the humble design beginnings from the 803 cc Standard 8 block of 1953. The [gearbox](#) was strengthened and offered with optional Laycock De Normanville 'D-type' [overdrive](#) that offered a top gear with a 20% higher ratio (the equivalent change from 3rd to 4th in a standard box), giving more relaxed and economical cruising at the expense of slight oil drag from the pump in the overdrive unit. The rear axle was changed to a slightly uprated differential, but retaining the same 4.11:1 ratio. Front [disc brakes](#) were standard as were larger rear [brake drums](#), and the Herald fuel tank was enlarged, retaining the handy reserve feature (essentially a curved pickup pipe that could be rotated to dip into the last few centimetres of fuel) of the smaller Herald tank. The front suspension featured uprated springs to cope with the extra weight of the new engine, but the rear suspension was basically standard Herald—a [swing-axle](#) transverse-leaf system which quickly proved inadequate for the relatively powerful Vitesse. The chassis looked similar to the early Heralds but in fact was substantially re-designed and strengthened, especially around the differential mountings (and these improvements were immediately passed through to Herald production). The Vitesse was available in [convertible](#) and [saloon](#) forms; a [coupé](#) never got beyond the prototype stage. A handful of Vitesse [estates](#) also were assembled to special order at Standard-Triumph's Service Depot at Park Royal in West London.

The interior was much improved over the Herald; wooden door cappings were added to match the wooden dashboard and the car featured better seats and door trims. Optional extras included a vinyl/fabric, ([Webasto](#)), [sunroof](#) on saloon models. Exterior trim was also improved with stainless steel side trim, and satin-silver anodised alloy bumper cappings replacing the white rubber Herald design.

In September 1963 the Vitesse received its first facelift, when the dashboard was revised with a full range of instruments instead of the large single dial from the Herald. From September 1965, at commission number HB27986, the twin Solex carburettors were replaced by twin [Stromberg CD 150 carburettors](#). Power output increased from the original 70 bhp (52 kW) at 5,000 rpm and torque of 92.5 lb·ft (125 N·m), enough to provide a useful performance boost and making the car a more flexible performer. There was a claimed, although somewhat optimistic increase of 13–14 bhp, and the motoring magazine tested top speed rose to 91 mph (146 km/h), with the 0–80 mph (0–129 km/h) time decreasing from 46.6 seconds to just 33.6 seconds.

The Vitesse 6 sold extremely well for Triumph, and was by some way the most popular Vitesse sold during the model's lifetime. The car was well liked for its performance and reasonable fuel economy, and the well-appointed interior. With its ability to perform as well as many sports cars, but with room for a family, the Vitesse had few rivals for the price. The convertible in particular was virtually unique in the marketplace; another genuine four-seater sporting convertible would not reappear from a British manufacturer until the [Triumph Stag](#) several years later.

Vitesse 2-Litre

In 1966 Triumph upgraded the engine to 1998 cc, in line with the new [Triumph GT6](#) coupé, and relaunched the car as the Vitesse 2-Litre. Power was increased to 95 bhp (71 kW), endowing the new car with a 0–60 mph time of just over 12 s, and lifting top speed to 100 mph. (The 2-Litre was advertised by Triumph as "The Two Seater Beater"). The performance increase was welcome, but it highlighted the deficiencies of the rear suspension, also noted on the new [GT6](#). There were detail modifications for the *2-litre*, including a stronger all synchromesh gearbox, uprated front brakes, and an improved stronger differential with a slightly higher 3.89:1 ratio. The overdrive GT6 used the same differential, though the cars without overdrive specified used a 3.27:1 differential of the same dimensions, though that was not fitted to the Vitesse as standard. Wider & stronger 4.5-inch wheel rims were fitted. There was a satin silver anodised aluminium-alloy cowling above the reversing light, and badges on the side of the bonnet and in the centre of the grille read 2 litre.

Vitesse Mark 2

The Vitesse Mark 2 was launched in October 1968 as the final update to the Vitesse range. Essentially intended to be Triumph's answer to growing criticism of the rear suspension, the Mark 2 was fitted with a redesigned layout using new lower wishbones and [Rotoflex](#) half-shaft couplings. This system, also shared with the new GT6 MKII (GT6+ in the US market), and the first GT6 MkIIIs, tamed the wayward handling somewhat and endowed the Vitesse with more firm, progressive roadholding. The solid swing axles of the Herald and earlier Vitesse had camber changes of some 15 degrees from the limits of travel. By adding the lower wishbone and the divided drive shaft whilst retaining the transverse leaf spring as the top link, this camber change was reduced to about 5 degrees. While this was a considerable improvement, it was still a system that struggled to keep up with any good link located live axle or the true double link IRS system seen in the [TRs](#).

There were other improvements: the engine was tweaked once more to provide 104 bhp (78 kW), cutting the 0–60 mph time to just over 11 seconds and providing a top speed over 100 mph (160 km/h). The main changes were to the valve timing, to give earlier opening and later closing of the inlet valves compared with the earlier 2-litre engine. (38/78 btdc/atdc for the Mk2 vs 30/60 for the 2 litre). Design changes to the cylinder head allowed for increased inlet valve diameters and better porting. The exterior featured a new grille, [Rostyle wheeltrims](#) and silver painted steel rear panel, (described by Triumph as "ceramic"), and the interior was upgraded once more in order to share parts with the new Herald 13/60. A new colour range was offered for the Mark 2 models. The aluminium cowling above the reversing light remained, and gained an oblong chromed VITESSE badge. The separate chromed mezak TRIUMPH letters on the bonnet and the boot lid were also deleted. The badges on the bonnet sides were changed to read Mk2 instead of 2 litre.

This was the ultimate Vitesse, a saloon or convertible with performance equal to an [MGB](#) and superior to a [Sunbeam Alpine](#) sports car but with four proper seats and a large boot. The Vitesse sold well until its withdrawal in July 1971, seven months before the new [Triumph Dolomite](#) saloon entered the performance luxury sector for Triumph, and two years before the Dolomite Sprint variant added another high-performance sports saloon to the range. Although the Vitesse was an older model, it proved to be more reliable than its replacement, due to its simpler and more proven engine design.

The Vitesse competed in the Monte Carlo Rally in the early '60s and the [Trans-Am](#) in 1971.

Today

Today, the Triumph Vitesse is much sought-after car by enthusiasts; parts supply is excellent, and the cars have a reputation for near "bullet-proof" mechanics. This is not completely warranted. The gearbox of the 2 litre suffered from wear of the output shaft "nose" that mates with the input shaft. It was under engineered from the first and frequently wore through the hardened surface necessitating a rebuild with metal spraying and resurfacing. Similarly the differentials were never up to the power of even the 2 litre and would not stand regular 0–60 blasts without either crown wheel tooth loss or shearing of half shafts. The idiosyncratic threaded front suspension setup is also an area where incorrect maintenance (grease instead of gear oil or no regular lubrication) leads to dramatic failures.

In the past the Vitesse 6 has been somewhat forgotten, and these cars are now becoming scarce and more sought after. Most popular are the Mark 2 cars for their power and handling, and convertibles in particular continue to be in high demand. Survival rate of the Mark 2, especially the convertible, is surprisingly high and could help explain the relatively low number of older, especially Vitesse 6 saloons, remaining. Unfortunately, these lower-powered cars have tended to be broken for spares to keep the 2-litres and Mark 2s on the road. Club support is excellent, and the Vitesse represents a practical and desirable performance 4-seater though in common with most cars of that era rust protection from new was rudimentary and the design allowed for water traps in the chassis and body with consequent damage to the structure.

Anzac Day Marches 2016

This year Anzac Day fell on a Monday and the weather out in Millthorpe could not have been lovelier! As the day went on, so did the marches and the continual good weather. There were four marches all in all, each one led by the Canobolas Highland Pipe band: a bagpipe band decked out in all their best traditional Scottish attire, kilts and all. The band made the parades ceremonial and vibrant, and they even went on to another town where a fifth march was held!

The first march started in Millthorpe at 7:30 a.m., followed by the second in Carcoar, the third in Mandurama and the last one ending in Lyndhurst. Each march included service people, children from the local schools, a few military vehicles and, as mentioned before, the band. After the marches, each town held speeches to commemorate WWII. The biggest crowd this year was by far at the start of the day in Millthorpe. Though it may be a small town, you wouldn't have known otherwise by the Anzac Day crowd turnout.

Even though each town held a service after each march, Lyndhurst (being the last stop) held a longer open service where people could attend the hall to listen to hymns and prayers as well as speeches. Lyndhurst also put on an array of lovely finger foods for everyone to nibble on and enjoy as a wrap-up to the days' events.

It was a good day to celebrate and honor those that served in the war. The Australian and New Zealand national anthems rang loud and proud through Millthorpe, Carcoar, Mandurama and Lyndhurst today, as they hopefully did all across the rest of the nation as well!

Written by: Caitlin. Birecree
Submitted by: Don Marriott.



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, Dual fuel, manual, Air con<runs well but needs body work. Contact Paula 0429417914

(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

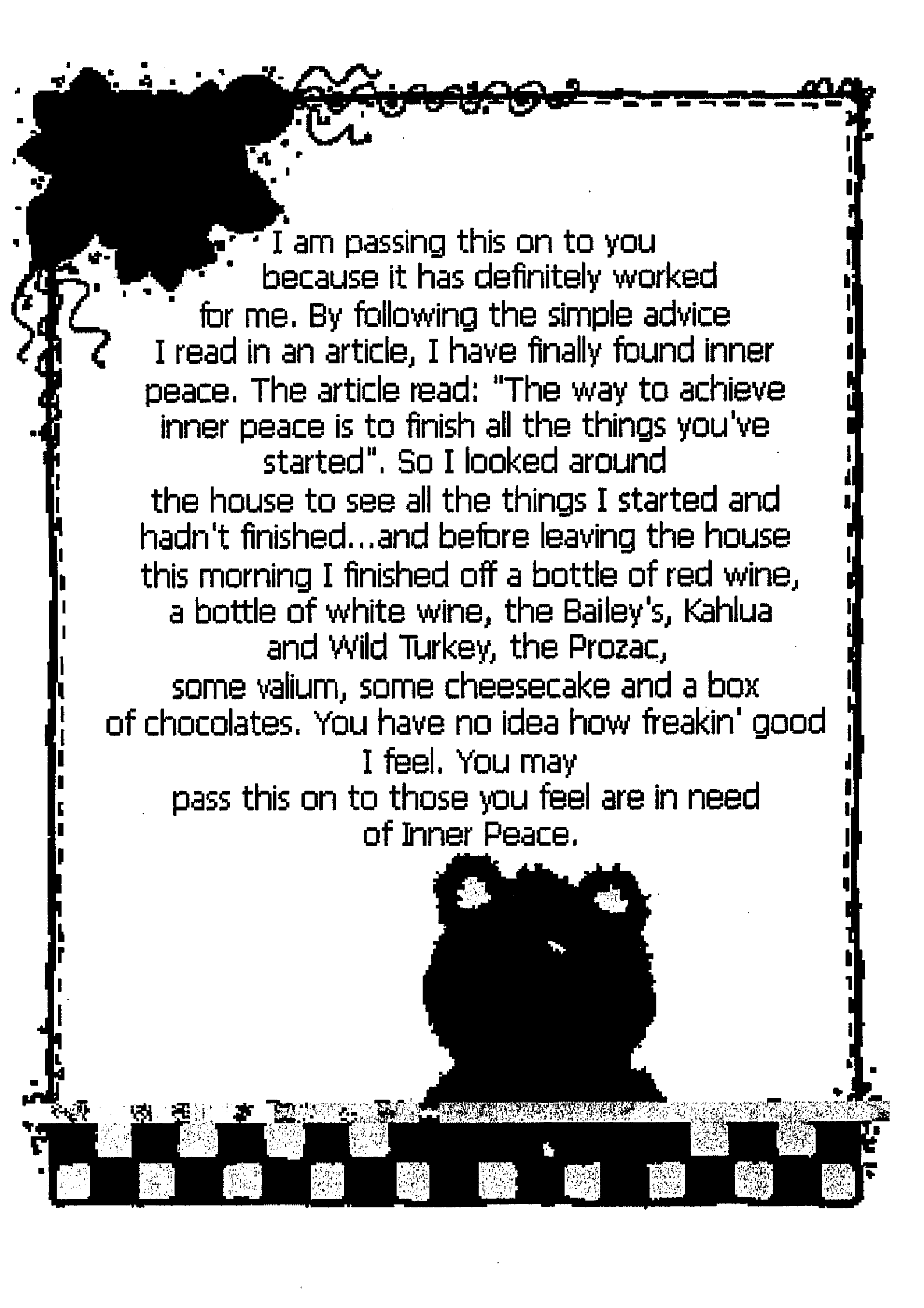
Photos etc. on <http://www.tradeuniquecars.com.au/detail/cars/unique-cars/de-soto/six/353864>

(5) **FOR SALE.** MG Magnette ,which is a 1958 ZB model , original and in good general condition. Vin : KAL2330821 Eng No 15 GCUH 18480. Grey with red trim. Good Club car which runs well. Club Rego My contact is Ph 02 4861 7356 asking \$8500. Located in Bowral.



(2) **FOR SALE** 1993 Ford Capri Barchetta convertible. Absolutely one of a kind, as it drove off the showroom floor in 1994. Full log books and history, Mint unrestored condition, Faultless, has never been driven in the rain,26447KM,Reef green manual transmission, Air con, car bra. As close to a new car as you could get. December 16 Rego.\$10500 o.n.o. Chris 0428659224 63659224 (club member)

(4)**FOR SALE** 1913 model 20 Humpmobile. Older restoration Unique Body (Roadster style). Starter fitted. Chassis # 15719 Engine #15698 Good condition. Price negotiable. Phone (02) 63600563.



I am passing this on to you because it has definitely worked for me. By following the simple advice I read in an article, I have finally found inner peace. The article read: "The way to achieve inner peace is to finish all the things you've started". So I looked around the house to see all the things I started and hadn't finished...and before leaving the house this morning I finished off a bottle of red wine, a bottle of white wine, the Bailey's, Kahlua and Wild Turkey, the Prozac, some valium, some cheesecake and a box of chocolates. You have no idea how freakin' good I feel. You may pass this on to those you feel are in need of Inner Peace.



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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149-151 LORDS PLACE
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Xanthie Thomas
Business Development
Manager

phone: 02 6365 6500
fax: 02 6361 7264
mobile: 0408 282 527

1635 Forest Rd Orange NSW 2800
xanthie.thomas@wangarang.com.au
www.wangarang.com.au