

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

# Restoration Rambler

March 2011

**Please note: Change of Venue**

The **March** Meeting being held next Monday 21<sup>st</sup> March  
will be at the Gladstone Hotel, cnr Hill and Byng Street  
at 7:30 pm.

# ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



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	Bruce Heinrich	6365 5300	
	* Ian Henderson	6365 8359	
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*Key holders are indicated by \**

Meetings are held in the Club Rooms on the Third 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 March 2011

What a busy few weeks it has been for some of our members. Our men folk, and some of the women, under the guiding hand of Ken Gazzard, have been doing a tremendous job of the Club House. I can't wait to see the end result. What an asset we have in the Club House. It should look fabulous in time for our upcoming Autumn Tour.

A lovely day has been had today Sunday 13<sup>th</sup> by all those who attended our farewell lunch for Carole and Ian Henderson. Due to the state of the Club rooms and being such a beautiful day we were able to lunch outside. I know I can speak for all members and wish Carole and Ian all the very best for their future. We will miss their presence as they have been stalwarts of the Club for quite some time, Ian being President for two terms 92 – 94 and again 2001 – 2003. Not to mention presiding over Bush Council Rallies, Canobolas Country Rallies and President's runs, all successful in their own way. He assures me though we haven't seen the last of them yet as they will be attending the Autumn tour and a meeting before disappearing to the plains of Dubbo.

Preparations are in full swing for the Autumn Tour. No doubt Peter and his team will give an update at the March meeting (to be held at the Gladstone Hotel due to the renovations, 7.30pm as usual).

I'm told the club members able to take advantage of the mid week runs have been having a wonderful time cruising around in the beautiful autumn weather. *Should us working taxpayers be so lucky.* ☺

The *Experience Orange Expo* in my opinion was an outstanding success. The number of exhibitors was exceptional. How do we measure success of such a day? Certainly it raised our profile and put us in touch with other special interest clubs available in Orange. There was literally something for everybody there. Orange is at its best in the Autumn so get out those historic vehicles and enjoy it.

Happy rambling,  
Kerry Risstrom.  
President.

### Supper Roster

March	George Tait Bev Holland	April	Bob Boaden Kevin Bowyer	May	Jim Coomers Les Cridland
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Just a reminder that the March Meeting is being held at the Gladstone Hotel. see front page

## Autumn Tour 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> May 2011

Entries close 20<sup>th</sup> April

Members are reminded that if they wish to attend any of the meals during the Autumn Tour numbers are required with payment. Thankyou

This magazine we have a great contribution from Leon McFadden about his and Terry Perks' early days of vintage motoring .

George Tait's 1925 Studebaker to take a STARING ROLL in an upcoming TV series. – see story inside  
Bob McNeill has reported on the week long OZ 50 Mini Event. ED

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TIPS ON FILLING YOUR CAR(S) as told by a person working in the industry some 31 years.  
Only buy or fill up your car in the early morning when the ground temperature is still cold. (as service stations have their storage tanks underground)

The colder the ground the more dense the fuel, when it gets warmer petrol expands, so buying your litre when it's warmer your litre is not exactly a litre.

In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products plays an important role. A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look, you will see that the trigger has three (3) stages: low, middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return.

If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your tank is HALF FULL. The reason for this is, the more fuel you have in your tank the less air occupying its empty space. Petrol evaporates faster than you can imagine.

Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation.

Unlike service stations, here where I work, every truck that we load is temperature compensated so that every litre is actually the exact amount.

Another reminder, if there is a fuel truck pumping into the storage tanks when you stop to buy, DO NOT fill up—most likely the petrol/diesel is being stirred up as the fuel is being delivered, and you might pick up some of the sediment that normally settles on the bottom.

Hope this will help you get the most value for your money.

# 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**

#### ***March***

**Monday 21st** Monthly Meeting at "GLADSTONE HOTEL" 7:30 pm. CLUB UNDER REPAIRS

**Saturday 26<sup>th</sup>** BLAYNEY SHOW. Meet Cook Park 9:15 or at the show.

**Sunday 27<sup>th</sup>** Orange Swap meet. – Orange Showground

#### ***APRIL***

**Saturday 2<sup>nd</sup>** CUMNOCK SHOW. Don Marriott will donate lunch to one member per car.

**15<sup>th</sup>/16<sup>th</sup>/17<sup>th</sup>** Ridgcrest Camp – Burrendong Dam . Contact Lloyd Stephens for details.

**Monday 18<sup>th</sup>** Monthly meeting club house 7:30pm.

**22/25<sup>th</sup>** BUSH COUNCIL RALLY. Great Lakes [ Forster Tuncurry]

**Saturday 23<sup>rd</sup>** Carcoar Fair at the Show Ground. Meet Cook Park 9:15am

**Monday 25<sup>th</sup>** Anzac Day

**22<sup>nd</sup> to 25<sup>th</sup>** Austin's Over Australia at FORBES.

**Saturday 30<sup>th</sup>** Millamolong Polo Carnival. Gold coin donation . Drinks & Lunch will be available.  
Meet Cook Park 9:30am.

#### ***MAY***

**6/7/8<sup>th</sup>** AUTUMN TOUR ORANGE. For pre 1931 Vehicles ONLY. Contact Peter Amos 6366 3152

**Sunday 15<sup>th</sup>** National Motoring Heritage Day – Event yet to be organised

**Monday 16<sup>th</sup>** Monthly Meeting club house 7:30 pm

**Sat / Sun. 14<sup>th</sup>/15<sup>th</sup>** ORANGE SHOW

### **OTHER EVENTS.**

**JUNE Sunday 19<sup>TH</sup>** Parkes Car Club run to the movies at Manildra.

**Oct 16<sup>th</sup>** Parkes Swap meet.

**November 20<sup>th</sup>** REGO DAY. 8:30 am.

# A taste for special vintages

•From Page 1

After parting with \$50 Mr Perk's had secured his first original automobile.

So marked the beginning of a new chapter in the life of the Perks family.

By now Mr Perks had met up with a fellow vintage car enthusiast in Mr Leon McFadden. Both were members of the Dubbo Western District Antique Automobile Club and since 1972 have been active members of the Central and Western Vintage and Veteran Auto Club.

Between them, Mr McFadden and Mr Perks, have combined their talents to restore no less than 10 vintage cars. Each a veritable work of art.

During 1972 and 1978 a '28 Buick and '29 Chevrolet held priority in Mr Perk's double garage

workshop at the rear of his home.

The Chev was eventually sold to finance extensions to the home.

In 1978 Evelyn and Terry embarked on one of the most exciting and challenging trips of their life when, with their '28 Buick, they joined 486 vintage car enthusiasts in the International Veteran and vintage motor rally from Sydney to Brisbane.

The Buick made the distance four days ahead of schedule and then carried its proud occupants a further 2700km on a tour of outback NSW.

Mr Perks described the art of locating suitable restoration vehicles as somewhat of a challenge and a little "way-out".

"You have to be a real stoopie in this game," he laughed.

Mr Perks said rare parts had been dug out of the ground and used in restoration work.

"Sometimes we travel thousands of miles on a tip that a particular part may be available," he said.

The big, old Buick left the company of the Perks in 1980 to make room in the garage for a 1930 Chev roadster, a '34 Dodge sedan and a registered '39 Chev.

The '39 Chev was sold two years later.

Naturally enough, Mr Perks is a member of the Chev club and regularly attends rallies and swap meets in Sydney and interstate.

Mr Perks claimed he never bought a car to sell it but said restoring vintage cars was an expensive pastime.

For the dedicated restorers, every original item on the vehicle matters — from the spoke tyres to the dashboard

controls complete with original emblem.

During 1981 to 1984 Mr Perks and Mr McFadden concentrated their efforts on a '30 Chev tourer.

Mr McFadden had purchased the vehicle in 1980 in Victoria and driven it back to Orange.

A year later, much to the dismay of its restorers, the immaculate Chev tourer was involved in an accident and required a complete restoration job.

The Chev is the pride and joy of Mr McFadden who said that in 1930 (the Depression years) only about 1000 cars were sold.

"It was a design which engine-wise was emulated with some improvements for 20 years after its production."

The vintage car features luggage rack, a substantial spring steel bumper bar, torneau vinyl material hood with small back window, rug rail in back and footrest. The windscreen folds down on this six cylinder, 26hp automobile and it operates on a six volt electrical system throughout.

Mr McFadden now spends his idle hours restoring a '27 Chrysler Tourer and a '30 Rudge motorcycle.

—SHIRLEY BROWN



Ian & Carol Henderson

## Farewell BBQ Lunch

On Sunday the 13<sup>th</sup> March a well supported and most enjoyable lunch was held at the Club House to say 'Farewell' to Ian and Carol Henderson. Ian has held the office of president on two occasions and has also organised several rallies. Both He and Carol have been very active members over the years and will be missed. We wish them "All the Best" in their new endeavours.



Dick Jane, Bob Boaden and Leon McFadden at the Lunch



## 50 years of the Australian Mini

Report by ~~Bob~~ Bob McNeill

Peter

Part 1 of the adventure of Bob and the 850.

On Sunday the 50th birthday of Aussie built Minis took place at Zetland in Sydney [ the site of the old factory ]. so on Sat I headed off to our sons place in the suburbs to avoid a mad dash Sunday morning, good thing too because by the time I reached Glenbrook the footbrake went to the floor so it was hand brake only down the motorway and Parramatta Rd to Petersham, luckily the traffic was light. Sunday saw over 210 minis crowd into the park at Zetland complete with stalls and vendors of all things Mini . Monday and we crossed town to Penrith on our way to Catalina Park at Katoomba to view the old circuit via the old Bathurst Rd, Cliff drive and lots of mini friendly back streets from there it was of home for me as the 850 got hot on the steep climbs and needed looking at. Next drama came when I lifted the head to change a gasket [ I thought ] only to find the block cracked in No 3 cylinder. Due at work on Tuesday so Tues evening lift the motor out, drag the old Moke engine out of mothballs and get it ready to go in, work Wednesday, after tea it was down to business, swap over all the bits, lift it in and by 2:30 am it RAN. Thursday, give it a oil and filter change, new battery and be on the road to meet up with the rest of them at Bathurst for a lap of the Mount, BBQ lunch, Museum visit, 64 Minis lined up on Pit Straight some from Qld, S.A, and Victoria, with a couple all the way from Aberdeen in Scotland.

Part 2 of OZ50th, 50 years of Australian built Mini's.

Following the dramas of last week we decided to trailer the 850 to Goulburn for the final 2 days, so early Sat morning saw us heading down the Oberon to Goulburn Rd arriving at our motel just after lunch. Unload the trailer and head off into the Park for the display, nobody had told the monthly market stall holders that they should have been GONE by 2 pm, so confusion reigned, some made the most of the extra crowd but all ended well. Enough mini's to fill lower Montague St, all over by 5.30.

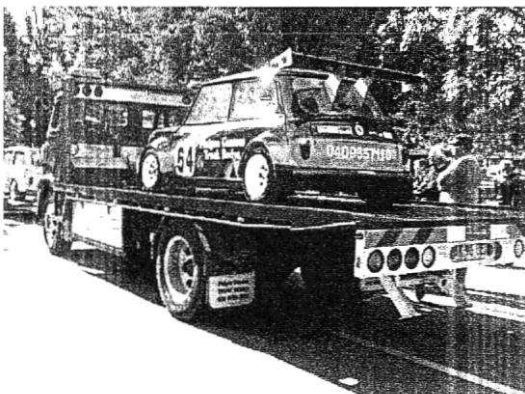
Sunday dawned cool with low cloud so out to Wakefield Park for the final events. The Show and Shine and mini only racing, talk about a swarm of angry bees, several close calls but no injuries. The judges had their work cut out with several classes, sorting restored and original or modified, in the end everyone was happy UNLESS you wanted food. Soon it was time to go so we all lined up [ over 250 cars ] on the grid and did three laps of the park under the safety car at low speed. All loaded by 5.30 and heading home to our own soft bed. A lovely week and well organised by the crew from AUTOFAN Media, Craig Watson and his family, thanks to all the Sponsors who included, BMW who lent Mr Bob Holden a demo for him to drive to all the events, a lovely gesture. Bob and Marg.



Mt. Panorama Bathurst



On the way to Goulburn



Racer



Limited Edition

## Contribution from George Tait

Peter, The following may be of some interest for inclusion in the Rambler. The producers have been up for an inspection and a drive in the car. They have arranged for the car to be picked up on 11<sup>th</sup> April and transported to their studios. I believe the series will run over about 6 weeks commencing in June.

As you know, my 25 Studebaker was previously owned by the infamous Kate Leigh. The TV series "Underbelly" is about to film a series based on the 1920's Razor Gang controlled by the underworld rulers, Kate Leigh and Tilly Devine. The film producers have arranged for my Studebaker to be used in the series as Kate's original car. Most of the production will be in a studio with recreated scenes. However the Studebaker will be used in several street scenes which I believe will be in the Rocks area with the streets temporarily closed off. The car will be transported to the sites. I will be the (disguised) driver. Not sure what the procedure is in a case like this. Would you please put it to the next meeting to grant me approval for the car to be driven on a public road as outlined above. The car will be transported by tray back to the City.  
1925 STUDEBAKER SEDAN REG. NUMBER 28881H

## One page synopsis

### **UNDERBELLY: RAZOR**

It was the 1920s. Sydney. Australia. And the gutters were running with blood as the underworld exploded in violence. Vice in the harbour city was dominated by two powerful women - Tilly Devine, a sharp-tongued cockney who ran a chain of 40 brothels, and her bitter rival Kate Leigh, an Aussie battler who'd built an empire out of sly grog, thieving and cocaine.

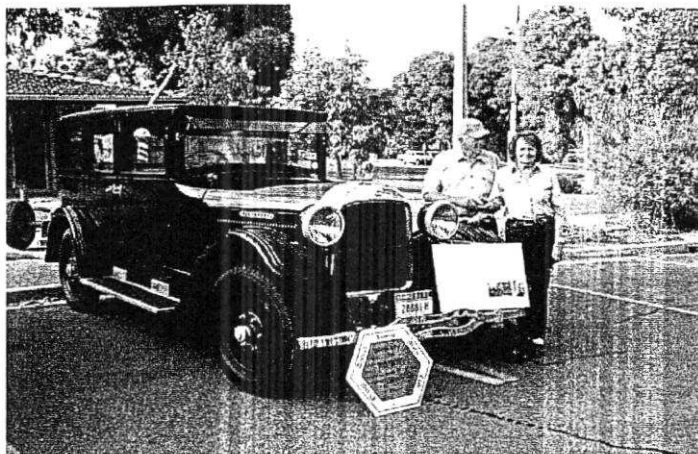
#### **But there was only room for one woman at the top ...**

The feud between Tilly and Kate began with the most trivial of arguments – a squabble over the ownership of a dog! It quickly escalated and the two women soon came to hate each other's guts with a passion that put the Hatfields and McCoys in the shade.

As the excessive 1920s gave way to the Great Depression of the '30s, their violent rivalry gathered steam and became a war. There was nothing they wouldn't do to destroy each other. Armed with guns and knives and cutthroat razors, Tilly and Kate and the gangsters who followed them fought for control of the streets and the ultimate prize that went with it – the undisputed heavyweight title "Crime Queen of Sydney".

RAZOR is the 13 part story of that bloody, decade-long, tit-for-tat war that left dozens of Tilly and Kate's respective retainers – men and women alike - disfigured, disabled and downright dead.

**Hang on to your hats - it's not going to be pretty.**



The 1925 Studebaker of interest



# magazine

Mr Terry Perks and Mr Leon McFadden, Orange, who have restored vintage cars together since 1968.



## Car Restoration - an enjoyable hobby

Like a wine enthusiast, Mr Terry Perks of Orange cares about "vintage", but his interest lies not in the taste on the palate but more in motorised mechanical stability and available parts.

During the past 14 years the retired Orange Shire Council librarian has applied extensive elbow grease, mechanical and structural knowledge, and endless hours of labor into turning discarded heaps of rusted car bodies into sparkling replicas of their former selves.

It is an art Mr Perks has developed into a time-con-

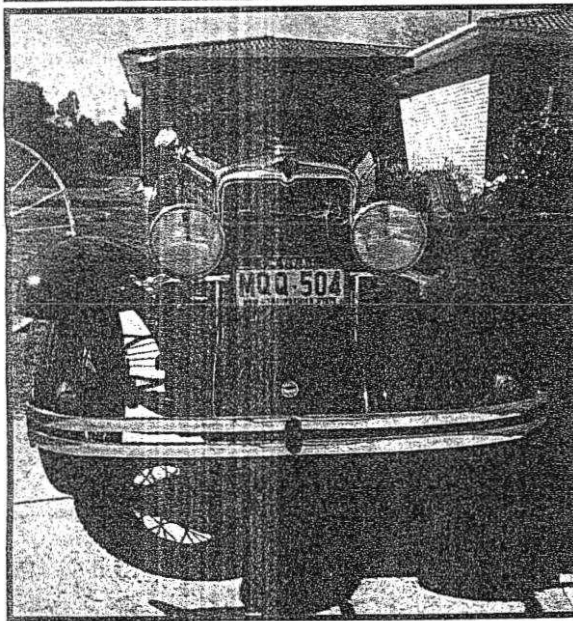
suming but still enjoyable hobby.

As early as the mid 1960s, Mr Perks and wife Evelyn made their first vintage purchase with a '26 model Dodge. It was not until the couple moved from their mixed sheep/wheat farm at Yeoval to take up residence in Orange that the interest in restoration came to the fore.

The first vehicle to gain a new lease of life through the workmanship of Mr Perk was a '26 Chrysler bought in 1970.

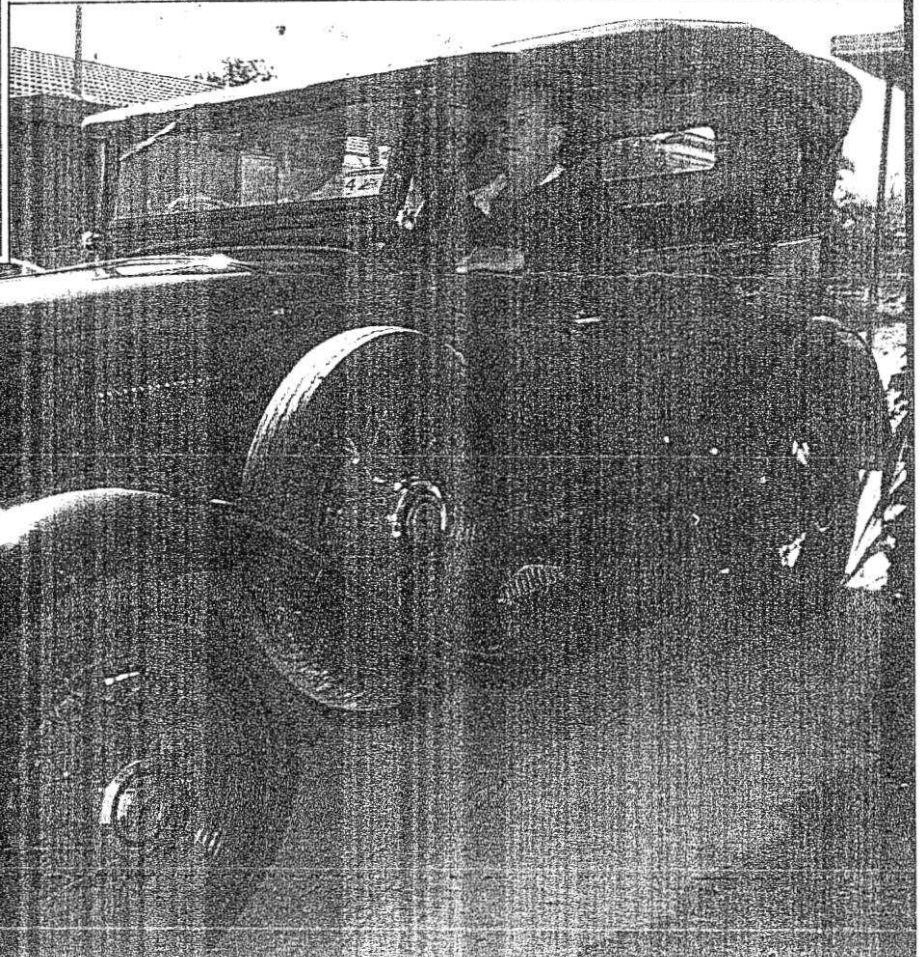
"I knew the man who had owned it. When he died I offered to buy it but it was not until three months later that the family actually sold it to me," he said.

«Cont Page 2



LEFT: A 1930 AD six cylinder Chevrolet Tourer fully restored by Mr Perks and Mr McFadden.

BELOW: A side view of the Chevrolet Tourer highlighting the motoring look of the 1930s.



# ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

ODAMC wishes to thank the following sponsors for their assistance in publishing this magazine

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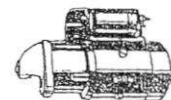
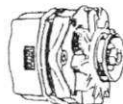
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## ORANGE DISTRICT ANTIQUE MOTOR CLUB INC



### FOR SALE & WANTED

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

- For Sale :** **Morris Minor** Split windscreen, complete except radiator. 3 spare doors and boot lid  
Contact: Peter Fitzpatrick 6922 4882 ( Wagga Wagga ) **\$500 the lot**
- For Sale:** **1985 BMW 323i 3 Series Convertible.** Motor rebuilt 2 years ago, rego to March 2011  
Has been used as a club car for the last 5 years.211Ks, white Duco/black upholstery.  
Contact: Stuart 6366 5154 ( Orange ) **\$3,500.00**
- For Sale:** **1929 Chevrolet Tourer** Older restoration, club rego, hydraulic brakes, ex. upholstery  
and hood. Cinnamon Brown & Cream in colour, new spokes/battery, good rubber  
Eng.#R1263637 **02 4392 1097 N.S.W \$25,000 o.n.o**
- For Sale :** **1964 Rover P5 - 3Ltre Automatic** Rego to Sept.2011, very original, new brakes, booster,  
generator and distributor. New fuel pump and gearbox seals. New tyres.  
Very good original interior, all tools. Goes very well, health issues force sale  
Accept any reasonable offer dew to relocating. **Reduced to \$6,500**  
Contact: Terry Perks Ph. 4973 5333 Mob. 0417 831 332
- For Sale :** **1960 Messerschmitt KR200** Restoration completed 1,000 klms ago. Club rego  
Great performer. Eng#2938352 HS4976  
Phone 07 3399 2763 Mob. 0427 744 772 QLD **\$33,000 o.n.o**
- For Sale:** **1954 Renault 4CV Deluxe** Fully restored, green with cream int. Car is registered  
in Vic. No rust, no dings. Cruisers all day at 60 MPH. Eng# 395381 RRS258  
Phone 03 5463 2317 Mob. 0428 549 740 Vic **\$4,000 o.n.o**
- For Sale :** **1963 Triumph Spitfire** Convertible with hardtop, rego to Dec 2011, Mag wheels  
Lots of spares, low profile tyres.  
Phone 02 4982 3703 Mob. 0418 421 007 **\$10,000**
- 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:** **1930 Ford Model A Coupe** Has been in a shed last 39 years. No rust, new motor  
Restore or drive as is. VIN: 2GYN059  
Phone 07 3801 5737 Mob.0412 831 956 QLD. **\$18,000**

- 
- Wanted: 1949/52 Ford V8 F1 Freighter 18 Ute**  
Contact: Bruce Marriott 6367 7225
- Wanted: Claxton Horn** with manual winding handle  
Contact: Peter Amos 6366 3152 ( Millthorpe )
- Wanted: Jaguar XJ6 1969/79 model** Must be in good condition  
Contact: Vince Amor ( Dubbo ) 6884 5702
- Wanted: E.I.C Magneto 180 Twin** to suit a Douglas – Veteran  
Contact Kevin Penson 6364 5202 ( Manildra)