



Orange District Antique Motor Club Inc.

Restoration Rambler

April 2015

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

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



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2015

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	Les Cridland	63626810	plus 4 committee members
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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
President's report for April 2015

Autumn Tour is upon us this is our 6th tour but we are celebrating ten years. Everything is under control with a record 90 entrants all we need now is fine weather. Peter and Bob will be in touch with members for jobs required and don't forget ladies a cake or slice for morning tea and lunch on Friday 1st May 2015.

Club runs have been well attended I hope this keeps up through the rest of the year. A special mention for Dubbo Celebrations last weekend in May entry forms have been in the magazine, you will need to book your own accommodation. It would be good if our club can have a reasonable attendance perhaps with some of our foundation members who would originally been members of Dubbo Club.

Bathurst Gold Country Rally is on again our neighboring club this will be the first time I have been able to attend.

Easter Rally 2016 is at Temora entry forms are now available you will need to book early as they are only taking 100 entrants. The following year 2017 will be at Aulbury - Wodonga

I would like to thank all who have worked and contributed to the Autumn Tour next thins is Canobolas Country Rally in October.

Yours in vintage motoring

Keith

(Page filler)I saw this picture on strangevehicles.com and thought it might be interesting. What were they thinking? Chris



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

EVENTS CALENDAR 2015

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

AUTHORISED CLUB RUN'S.

MAY

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

Saturday.2nd 3rd Orange Show day display for those not entered in the Autumn Tour.

Saturday 9th Bathurst Bicentenary Colonial Fair (Selected vehicles in place by 8am).

Sunday 17th National Motoring Heritage day event. Meet Cook Park 10am for morning tea and BYO lunch at Lake Canobolas then travel down Summer Street.

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

Thursday.21 Midweek tour to Vic Shea's shed at Forest Reefs.

Saturday 23rd Sunday 24th Bathurst Country Rally (Entry form to be completed)

Saturday.30 to Sunday.31 Dubbo Antique Automobile Club 50 Anniversary [entry form in magazine].

JUNE

Thursday 4th Morning tea Cook Park 10am then to Pantanos Angus Bar Grill at Bathurst for 12.30pm lunch and afterwards Sommervilles Fossil Museum.

Friday5th-Monday 8th Queens' Birthday weekend rally at Wagga

Saturday and Sunday 6th 7th, Grenfell Henry Lawson Festival Procession..

Monday 15th Club meeting at the club house at 7.30pm.

Sunday. 28th Meet at Cook Park 10am morning tea at Cudal?? Then Old Vic Inn at Canowindra for lunch at 12.45pm.

JULY

Thursday 2nd, meet at Cook Park, Morning tea at Heritage Park in Blayney, then travel via Newbridge to Bathurst .Lunch at "Skittles "Restaurant at the Bathurst Golf Club at 12-12.30.

Sunday 26th Meet cook Park, Morning tea at Two Fat Ladies at Lucknow, then travel via Spring Hill to Blayney and on to Neville for Lunch at 12.30. After Lunch, travel to the Streatfield,s property to see Potato harvesting and enjoy afternoon tea and a complimentary bucket of potatoes.

Monday 27th Club meeting at the club house at 7.30pm.

AUGUST

Saturday 21st and Sunday 22nd Presidents Run

Events that are not authorised club runs

Supper Roster

May Kerry Risstrom Kevin Penson	June Bernie Schell Charles Stammers	July Loyd Stevens John and Leigh Streatfield
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.

MONTHLY GENERAL MEETING

Monday 20th April 2015

Opened: 7.30pm by President Keith Packham

Members present: 21 members who signed the attendance book.

Apologies: Frank Johnson, Andrew McDougal & Eddie Livermore.

Visitors: Peter Downey, Harold Upton (Shannons Insurance) accompanied by Nick who drives the Shannons display vehicle to various venues.

Minutes of previous meeting: Moved Kevin Penson 2nd Bob McNeil that the minutes from the previous meeting be accepted as printed in the magazine. CARRIED.

Business arising:

Members were reminded of the request from the Council of Heritage Motor Clubs to complete the section of the survey form in the magazine under the heading of "Annual Affiliation Notice & Census 2015" of the vehicles owned and return to Secretary Bruce. The top section of the form does not require completion other than your name so you can be identified as having completed the survey. Descriptions of vehicles are NOT required other than the number owned in each category and no personal details are to be shown. On return of the survey form from each member the information will be transcribed onto a single return to be forwarded to the CHMC.

Correspondence in:

- Account Aust. Post mail box rental \$115.00.
- Annual membership fee from Michael & Veronica Smith.
- Orange Show Society request for car display on 2nd & 3rd May and for cars to transport 8 showgirls at 2pm on 2nd in the grand parade.
- Permission to move request from Kevin Penson on Sun. 26th April.
- Invitation from Bathurst Historic Car Club to the Gold Country Car Rally.
- Invitation from Leeton Rotary Club to swap meet on Sun. 10th May.
- Invitation from Grenfell Henry Lawson Festival Committee to participate in the festival procession 6th-7th June.
- Trade & Investment Crown Lands reminder for applications to be submitted for funding which expired on 10th April. (See comments in March magazine).
- 10 magazines from various car clubs.

Correspondence out: Nil

Treasurer's report: Treasurer Bob Boaden tabled the monthly financial statement and invited questions. He reported that there has been 91 entrants for the pre 1931 Autumn Tour and the cutoff date has been reached and entries therefore closed. He also presented accounts for payment – Bob Boaden \$ 59.98 autumn tour expenses – Orange City Council \$55.40 water rates – Wangarong Industries \$110.35 printing club magazine & Bruce Heinrich \$53.50 purchase of one 12 pack paper towel refills and 25 pack wheelie bin liners. Moved by Bob and 2nd Chris Bromley that the treasurer's report be accepted and the above accounts passed for payment. CARRIED.

Editor's report: Chris Bromley reported that all was well and advised those present that the cutoff date for the May magazine will be 29th April and requires those intending to have items included he needs to receive them before that date. Also he will not be available for the July magazine and requires another member to undertake that task or there will be no magazine. A volunteer is required for this task and Chris will provide appropriate assistant well before his unavailability.

Events report: John Streetfeild reported on past and future events for June & July. The visit of the Wagga Car club was well received and appreciation was expressed to Brenda & Ray Dwyer for inviting members to their residence at Milthorpe for morning tea and an inspection of Ray's shed and projects. This was followed by a successful BYO lunch at

the club house with about 20 members in attendance.

It was pleasing to see Andrew and Sue Sharpe at both venues even though Andrew has a way to go to make further progress in his recovery.

Bob McNeil reported on the Anzac Memorial Service at Neville and the welcome which they received and requested a letter of appreciation be written to the organisers. As well as Bob participating with his military vehicle were Don Marriott in the Jeep and Ken Harper who was a visitor to our last club meeting in his Dodge weapons carrier.

Other events discussed was the National Motoring Heritage Day on 17th May already listed in the events calendar and was discussed to meet at Cook Park at 10am for morning tea then proceed to Lake Canobolas for a BYO lunch and return to Orange for a drive down Summer Street to highlight the significance of the day. Kevin Bowyer stated his intention was to drive to Mudgee via Wellington and return later that day with other club members invited to undertake the same journey.

Other events hereunder listed were moved by Kevin Penson and 2nd Chris Bromley be made authorized club runs and included in the events calendar and to be amended as required.

- MAY 2nd & 3rd Orange Show. (Add the additional day)
- MAY 17th National Motoring Heritage Day. Meet Cook Park 10am for morning tea and BYO lunch at Lake Canobolas then travel down Summer Street.
- MAY 23rd & 24th Bathurst Gold Country Rally. (Entry form to be completed.)
- JUNE 6th & 7th Grenfell Henry Lawson Festival Procession.

General Business:

Peter Amos and Bob Boaden gave an update on the pre-1931 Autumn Tour with arrangements well in hand and entries now closed. Those members who have entered the rally will be aware of the program and others who can give some time over the weekend mainly for marshalls who are required to contact Peter or Bob.

Those who are not involved please give some consideration to the Orange Show Society for the car display and the carriage of the Miss Show Girls in the grand parade on the Saturday.

A working bee is to be held at the club house on this coming Sunday for a general tidy up of the building and surrounds.

Richard Bloomfield offered the services of his trailer for the Autumn Tour if required.

Application for club membership was made by Peter DOWNEY from Cumnock having attended the required two previous club meetings and or club runs. Peter's application was proposed by Keith Packham and 2nd by Don Marriott and carried. The club welcomes Peter and his wife Shirley with anticipation for a long and pleasant association with the ODAMC.

As mentioned in the incoming correspondence a request for permission to move by Kevin Penson on Sunday 26/4/15 to travel from his home address at Manildra to Cumnock and return to attend a function in their 1928 A Ford No. 50236-H for a social occasion with the Parkes Club. Approval granted. Moved Peter Amos 2nd Chris Bromley. CARRIED.

The register of club members is due to be updated next month and any member who wishes to nominate any changes to their details to contact club secretary Bruce. Those who have joined the club since the last update will have details entered as per their membership application form.

BUT: Chris Bromley some self- confessed difficulty with PIN number.

Raffle won by: Ken Gazzard.

Meeting closed: 8.45pm.

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
EDITORS RAMBLE.

There won't be a magazine for July as I am driving a red 2015 Ford Mustang on route 66 from Chicago to LA in June and wont be here to do the honors, so if you have anything you want printed, get it in early for the June magazine. The June mag will come out a little earlier than usual as I am leaving for the US at the end of May and not returning until July. If anybody would like to do the July mag, I would be more that happy to supply all the details and thumb USB with all the information.

This Months magazine contains,

A flyer for the pre 1946 vehicle event to be held in Bathurst on May 7th and 9th.

A registration form and some information on the 50th Anniversary celebrating the Dubbo Antique Automobile club to be held on 30th+31st May.

An entry form to all pre 1931 Model A Ford owners to attend the Young Cherry Country Festival Tour in September from Barry Rose.

This months front cover shows Bruce Heinrich's Ford A, and included is an article on the same car with some interesting data and facts.

Ken sent in an article and some pictures of a beautiful 1930 Bentley.

Bob sent in a report and some pictures from Neville ANZAC day 2015. and ANZAC DAY 2015, Thanks Bob.



Much discussion held this year as to whether we should put our door tops on BEFORE we left as the clouds closed in, but god smiled on the parade and it only rained on the way home. This year the Neville Committee rededicated the upgraded Memorial AND for the first time a new BOER war memorial, listing the 13 personel who joined up from the Neville area for that campaign. Since Don was leaving at a different time Graham and myself headed off at 9.00 am, out the Bathurst Rd to Millthorpe, Blayney and finally Neville. We had barely pulled up and Don arrived closely followed by Ken Harper in the Dodge Weapons carrier for its first road run, still needs some cosmetic bits but drives, looks and runs really well. John S was also there in the Model A. Following a great service most went up to the Hall for a massive meal, all for a donation, congratulations to the organizers, WELL DONE. The biggest crowd for years. As we headed home the valley towards Blayney closed in and the closer to Orange we got the heavier the rain, we again did our job and

kept traffic to a safe speed on the wet road. [some would disagree] a good shake down for next w/end. Bob.



ANZAC Day 2015

Nice early start with a massive crowd at the dawn service, got home just in time to jump in the truck and head to Millthorpe for the 7.30 start. Don arrived boasting about the big breakfast that he had just finished. The band struck up and off we marched, down to the Memorial Gates, the local school kids did a great job of their reading and song. Off to Carcour and this time the local school [years 1 to 6] in cohorts with a local artist presented the Museum with 2 paintings of the nurses who served from the district . Load up and off to Mandurama, this year we did thing differently and started at the Park and marched to the Hall where the WW1 names are listed. With time called it was onto Lydhurst. A big crowd joined us for both the march and the church service that followed, the ladies of Lyndhurst put on their famous light lunch. Full as googs we headed for home, chased all the way by the big black rain clouds. The turn out at all events this year has been massive. Bob and Marg.

Don't forget the cut off date for the JUNE/JULY magazine will be May 26th

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

1930 Bentley 'Blue Train' Recreation

words by [Robbe Arno](#) with photography courtesy of RM Auctions



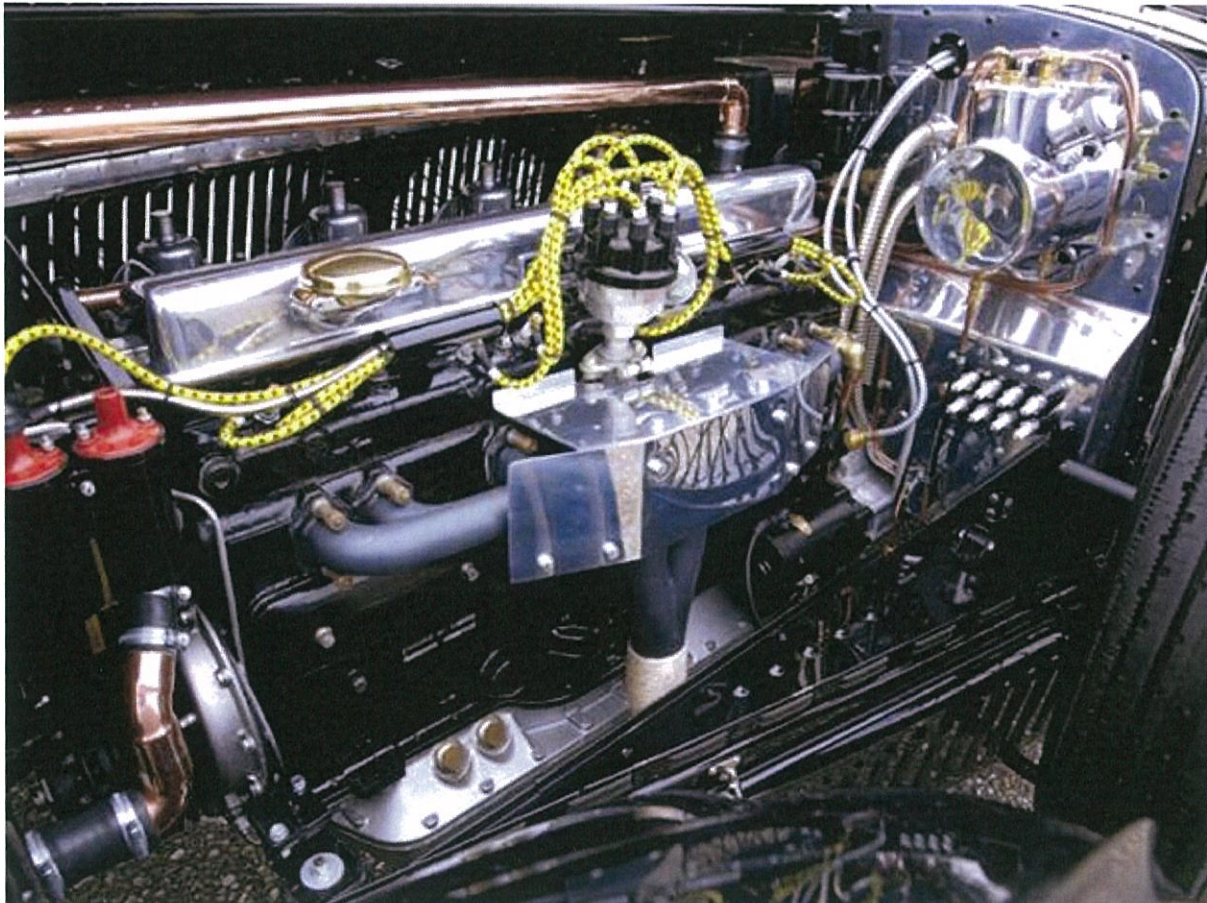
If you're looking for a luxury car without the distractions of modern life, look no further. Who needs silly optional extras like GPS, seat heating or seatbelts, when you've got stuff like matching liquor cabinets with a decanter and crystal glasses? Besides that, you're looking at a car with an extraordinary history. This replica was built to commemorate an infamous race between a solid piece of British Engineering and a world famous train. We begin our story in 1930, in the heart of interbellum Cannes, where some early petrol heads decided to make a bet after a heated discussion. The subject of that discussion was an [advertisement by Rover](#) that claimed its car had beaten the famous 'Train Bleu' from Calais to the French Riviera. The proud French, of course, didn't abide by this

shameless blemish on their proud cultural heritage. However, playboy millionaire Captain Joel Woolf Babe Barnato (If you're a millionaire you can have as many names as you wish apparently) was prepared to wager £100 that he could do it again in his Bentley Speed Six. Mind you, this is 1930 - the average yearly income in the UK was around £165 at the time, so it's not like we're talking small money here.

In the early morning of the following day, the blue train left Calais, quickly followed by Barnato and his Bentley. The 180 bhp strong car roared through quiet France, but even though they started fairly well, you can only have so much luck. A punctured tire, a desperate search for petrol in the French countryside and heavy weather made the victory less than assured. Nevertheless, even after a choppy ferry ride back to England, they reached central London minutes before the Blue Train steamed its way into Calais.

The story doesn't end there, though. When the French authorities caught wind of the race, they were furious. They fined the millionaire a hefty sum, far more than the money he won with his bet, for racing on French public roads. Along with that they also banned Bentley from the Paris motor show that year for having advertised an unauthorised race. However, that didn't prevent the car and the story from becoming legendary.

This beautiful black car, finished with a gorgeous red interior and highly polished walnut cabinets is powered by a 5.6l eight-cylinder Bentley engine and is perfectly detailed. If you're interested in this recreation of a legend, check out the [listing](#) for RM's upcoming sale at Amelia Island.



Sent in by Ken Gazzrd

Ford Model A (1927–31)

The **Ford Model A** of 1928–1931 (also colloquially called the **A-Model Ford** or the **A**, and **A-bone** among [rodders](#) and [customizers](#))^[2] was the second huge success for the [Ford Motor Company](#), after its predecessor, the [Model T](#). First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A ([a previous model](#) had used the name in 1903–1904) was designated as a 1928 model and was available in four standard colors.

By 4 February 1929, one million Model As had been sold, and by 24 July, two million. The range of body styles ran from the Tudor at US\$500 (in grey, green, or black) to the Town Car with a dual cowl at US\$1200. In March 1930, Model A sales hit three million, and there were nine body styles available.

The Model A was produced through 1931. When production ended in March, 1932, there were 4,849,340 Model As made in all styles. Its successor was the [Model B](#), which featured an updated [4-cylinder engine](#), as well as the [Model 18](#) which introduced Ford's new [flathead \(sidevalve\) V8 engine](#).

Features

Prices for the Model A ranged from US\$385 for a roadster to \$1400 for the top-of-the-line *Town Car*. The engine was a water-cooled [L-head 4-cylinder](#) with a displacement of 201 cu in (3.3 l). This engine provided 40 hp (30 kW; 41 PS). Top speed was around 65 mph (105 km/h). The Model A had a 103.5 in (2,630 mm) wheelbase with a final drive ratio of 3.77:1. The transmission was a conventional 3-speed sliding gear [manual](#) unsynchronised unit with a single speed [reverse](#). The Model A had 4-wheel [mechanical drum brakes](#). The 1930 and 1931 editions came with stainless steel radiator cowl and headlamp housings.

The Model A came in a wide variety of styles: [Coupe](#) (Standard and Deluxe), Business Coupe, Sport Coupe, Roadster Coupe (Standard and Deluxe), Convertible [Cabriolet](#), Convertible [Sedan](#), Phaeton (Standard and Deluxe), Tudor [Sedan](#) (Standard and Deluxe), Town Car, Fordor (2-window) (Standard and Deluxe), Fordor (3-window) (Standard and Deluxe), Victoria, Station Wagon, Taxicab, Truck, and Commercial.

The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals; throttle and gearshift. Previous Ford models used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was located in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburetor by gravity. A rear view mirror was optional. In cooler climates, owners could purchase an [aftermarket](#) cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. Model A was the first car to have [safety glass](#) in the windshield.

The [Soviet](#) company [GAZ](#), which started as a cooperation between Ford and the [Soviet Union](#), made a licensed version of the Model A from 1932–1936. This itself was the basis for the [FAI](#) and [BA-20 armored car](#), which saw use as scout vehicles in the early stages of [World War II](#).

In addition to the [United States](#), Ford made the Model A in plants in [Argentina](#), [Canada](#), [France](#), [Germany](#) and the [United Kingdom](#) and [Denmark](#).

In Europe, where cars were taxed according to engine size, Ford equipped the Ford Model A with a 2,033 cc (124.1 cu in) engine providing a claimed output of just 28 hp (21 kW; 28 PS). However, the engine size was still large enough to equate to a [fiscal horsepower](#) of 14.9 hp (as opposed to the 24 hp of the larger engine) and attracted a punitive annual car tax levy of £24 in the UK and similar penalties in other principal European markets. It therefore was expensive to own and too heavy and thirsty to achieve volume sales, and so unable to compete in the newly developing mass market, while also too crude to compete as a luxury product. European manufactured Model As failed to achieve the sales success in Europe that would greet their [smaller successor](#) in England and Germany.

Historical context of Model A development

From 1913 through the early 1920s, the Ford Motor Company dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, notably General Motors, caught up with Ford's mass production system and began to outcompete Ford in some areas, especially by offering more powerful engines, new convenience features, or cosmetic customization. Also, features Henry considered to be unnecessary, such as [electric starters](#), were gradually shifting in the public's perception from luxuries to essentials.

Ford's sales force recognized the threat and advised [Henry Ford](#) to respond to it. Initially he resisted, but the T's sagging market share finally forced him to admit a replacement was needed. When he finally agreed to begin development of this new model, he focused on the mechanical aspects and on what today is called [design for manufacturability](#) (DFM), which he had always strongly embraced and for which the Model T production system was famous. Although ultimately successful, the development of the Model A included many problems that had to be resolved. For example, the [die stamping of parts from sheet steel](#), which the Ford Company had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the Model A would rely more on [drop forgings](#) than the Model T; but his ideas to improve the DFM of forging did not prove practical. Eventually, Ford's engineers persuaded him to relent, lest the Model A's production cost force up its retail price too much.

Henry's disdain for cosmetic vanity as applied to automobiles led him to leave the Model A's styling to a team led by his son [Edsel](#), even though he would take credit for it despite his son doing more of the work.

It was during the period from the mid-1920s to early 1930s that the limits of the first generation of [mass production](#), epitomized by the Model T production system, became apparent. The era of "flexible mass production" had begun.

Pre-1946 vehicle event at Bathurst

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Bathurst District Historical Society Inc.

P.O. Box 237, Bathurst NSW 2795

East Wing, Bathurst Court House, Russell Street

Phone: (02) 6330 8455 Fax: (02) 6330 8450 ABN: 37 301 479

Bathurst Bicentennial Colonial Fair

WE NEED YOU

Bathurst City is celebrating its **Bicentenary** on Thursday 7th May 2015, and to celebrate, the *Bathurst District Historical Society (BDHS)* is staging a "Bicentennial Colonial Fair" on Thursday afternoon 7th May and then on **Saturday 9th May 2015**.

As a part of this Colonial Fair, **on the Saturday**, there will be a display of Vintage Vehicles that were produced on or before **1945**. These vehicles can be cars, trucks, motorbikes, or bicycles. These vehicles can also be unregistered, providing they are in good condition and can be transported to the display site beforehand. Here is your chance to display your unregistered vehicle(s) that few of us ever get to see. Cartage assistance may be provided for unregistered vehicles in the Bathurst Region upon application. For those further afield, some travelling cost may be subsidised if we want your vehicle and we can find a sponsor to cover our costs.

The vehicles will be displayed either along the park side of Stanley Street or in the adjacent newly paved parking lot (see map overleaf). There may be only space to display about 75 vehicles (number yet to be determined) so applications must be made and be approved or else you will not be able to enter your vehicle(s) for display. There will be no entry fee to display your vehicle(s), nor will the public pay an entry fee.

An application form is provided overleaf. Applications may be:

Mailed to: Al Hammond, 1 Huntingdale Close, Robin Hill NSW 2795,

Emailed to: al.hammond@bigpond.com (**Enquires:** 0488 977 702)

Below is a brief list of some of those Saturday's activities/displays to be included in the Fair.

Marine Corps re-enactment; Settler's slab hut; People moving about in Colonial dress (i.e. Red Coats, convicts, etc.); Pipes, drums and brass bands; Convict barrack; General Colonial display(s) including a surgeon's tent; Lost trades such as wheelwright, whip maker, blacksmith, rope maker; Horse shoeing; Goldfields display; Stocks and demonstrations of their use; Indigenous (Wiradjuri) camp/display; Spinners, Weavers, Embroidery & Tapestry Displays; Colonial children's games; Maypole dancing by school children; Jumping castles; Merry-Go-Round; A small farm animals display; The Flying Pieman Organ; Vintage vehicle display; Ancient internal combustion and steam display; Steam traction engines; Army display; Vintage aircraft flyby; Tours of the New Flag Staff Complex; Damper stall; Food & drink stalls and more.

If your military vehicle club wishes to make a Club Run to Bathurst at the time of the BBCF with vehicles that cannot be in our primary display area, I'll see what I can do to accommodate the visit. Perhaps we can set up a special army display along the riverbank, behind the Showground, opposite the *Ancient Internal Combustion and Steam Engine* display – there should be plenty of room there.

You can find a lot of information on what activities will take place in Bathurst during the whole year by visiting <http://www.bathurst200.com.au/> and following appropriate links to the *Events calendar*, *Accommodation*, etc. This is a living website so it will change as information becomes available. The Bathurst District Historical Society is planning on extending its website to cover the *BB Colonial Fair* but as yet it has not done so. You can keep a lookout for it on <http://www.bathursthhistory.org.au/>.

ENTRY FORM ON FOLLOWING PAGE



<http://corowaswim-in.org>



Model A Ford Club of NSW Inc

Welcomes entries to the Young Cherry Country Model A Ford Tour
4th to 7th September 2015

Eligible Model A vehicles – Manufactured Pre 1931

Registration will be accepted from entrants at Y.H.M.C. Club House cnr Cloete and Main (Opp Young Service Club) from 1.00 to 5.30 pm Friday 4th September.

Entrant's Name _____ Passenger's Name _____

Address: _____ Postcode _____

E-mail: _____ Club _____

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

Catering : Please see attachment for menu selection and any special dietary requirements.

Day	Details	Per person	No	Amount
Friday 4th	Afternoon Tea / YHMC Club House	Free		
	Get to know Dinner Young Service Club Upstairs	\$17.50		
Saturday 5th	Aviation Museum entry	\$18.00		
	Morning Tea / Aviation Museum	Canteen		
	Entry & Lunch Rural Museum	\$22.00		
	Dinner Commercial Hotel Restaurant	\$18.50		
Sunday 6th	Morning Tea Coota Swap Meet	Canteen		
	Lunch & Murrumburrah Museum	\$15.00		
	Farewell Dinner YSC Auditorium	\$35.00		
Monday 7th	Aussie breakfast Young Weir	Free		
	TOUR ENTRY			\$50.00
TOTAL	Entries Close		23rd August 2015	

E-mail your entry to: barry-rose@netspace.net.au Ph: (02) 63821191 Mob 0409490223

Or mail to Barry Rose Po Box 752 YOUNG NSW 2594

Payment via Direct Credit to: Young Cherry Country Model A Ford Tour – BSB 802-367 A/c 34997 Please reference your Surname. Acknowledgement of entry and payment will be emailed; otherwise your receipt will be issued at check in. If a receipt is required prior to check in please enclose a self addressed envelope.

Tour Directors Barry Rose and Col Harmer jenvcolvincar@bigpond.com Ph: (02) 63822978 Mob 0419822975

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: _____



DUBBO ANTIQUE AUTOMOBILE CLUB INC

50TH ANNIVERSARY CELEBRATION

Saturday & Sunday 30th & 31st MAY, 2015

Program and Entry Form

REGISTRATION & LUNCH: Saturday 10am - 2pm

Dubbo City Bowling Club, Wingewarra St (between Darling & Gipps St).

Lunch: \$10 pp

There will be a short run at 2pm Saturday.

DINNER : Saturday night 6pm.

2 course meal. \$40.00 pp. Special Dietary Requirements:

Club Dubbo, Whylandra St (Newell Hwy) West Dubbo

DISPLAY OF CARS & MORNING TEA: Sunday 9am - 11am.

Dubbo City Bowling Club

ACCOMMODATION: Book your own

	<u>NUMBER ATTENDING</u>	<u>AMOUNT \$</u>
LUNCH @ \$10 pp		
DINNER @ \$40 pp Children @ \$12.50		
	TOTAL \$ ENCLOSED >>>	

Name:

Club:

Contact Details: Phone Email

Year & Make of Vehicle:

The above vehicle is on full/Historic Club Registration and is covered by Third Party Insurance. I agree that the Dubbo Antique Automobile Club Inc will be free of any liability which may arise during the 50th anniversary weekend.

Signed:

Please pay in full and return this form with cheque/money order made payable to DAAC prior to **Friday 8th May, 2015.**

DAAC,
PO BOX 476
DUBBO, NSW 2830

Any enquiries to: Norine Lack 68827287, or Ian Henderson 68828327

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)

(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)

(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.
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Car located at Millthorpe. NSW. Phone Roger Amos 02 6254 2546

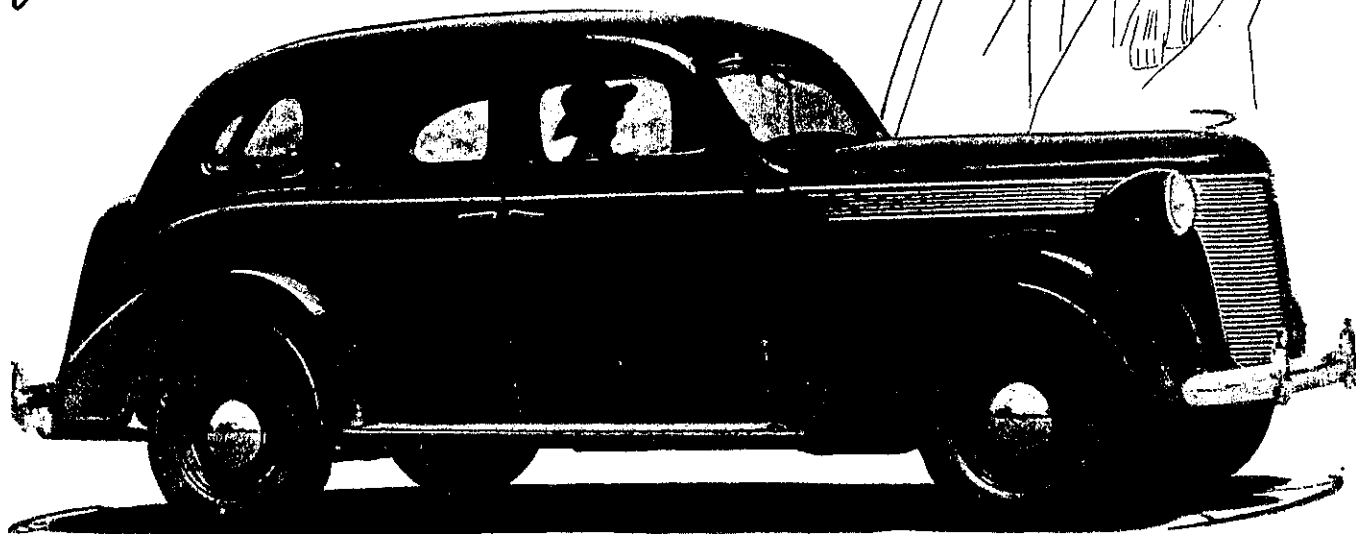
(5) **For Sale.** 1929 Model A Roadster, Fully restored ,All steel US type body, club rego, not transferable. Located near Buroowa. Contact 0407218149 \$29,500 Firm (Just cars Magazine)

(5) **For Sale.** 1959 Holden FC Utility, Australian gear den feature?. straight body, has rust in the floors .motor not going, Phone Malcolm, 0429659167 \$1650.00 (Just cars Magazine)

(5) **For Sale.** 1927 Chevrolet Capitol. AA. fully restored, ready to drive. has had full rego, currently unregistered. excellent condition. contact 02 69472334 or 0400347147 (Just cars Magazine)

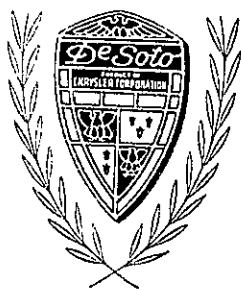


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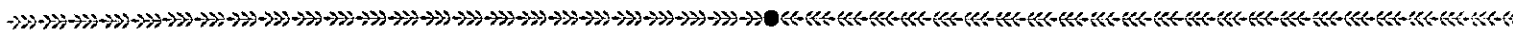
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