



Orange District Antique Motor Club Inc.

Restoration Rambler

October 2016

POSTAGE
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2016

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Web-site	odamc.org.au		
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*Key holders are indicated by **

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

Orange District Antique Motor Club Inc

EVENTS CALENDAR 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

October

- Thursday 6th Run to Cargo Inn for lunch
Saturday 8th & Sunday 9th Presidents Run to Binalong and Harden overnight. (See attachment)
Monday 17th Monthly Meeting at Club House 7.30pm
Sunday 23rd Lyndhurst Market day,
Sunday 30th Run to Yeoval visit Banjo Paterson Museum. Lunch at Yeoval, either bring your own or buy there. Return home via Don Marriott's place for afternoon tea

November

- Thursday 3rd Run to Manildra Hotel for Lunch
Monday 21st Monthly Meeting at Club House 7.30pm
Sunday 27th Club Rego Day, Please see attached note from Bernie printed at the bottom of the meeting minutes

December

- Thursday 1st Twilight run to Lake Canobolas BYO BBQ tea 6.30pm
Saturday 3rd Annual Christmas party to be held at the Botanic gardens. Further details to follow closer to the time.
Monday 19th Monthly Meeting at Club House 7.30pm

January 2017

- Thursday 5th Twilight run to club house for tea bring either sweet or salad to share club to provide sausages and bun start 6.30pm
Monday 17th Monthly meeting at club house 7.30pm
Sunday 22nd Morning tea at Ploughman's Land Wetlands then proceed to Peter and Rosemary Amos for lunch. A visit to the Millthorpe Museum after lunch
Thursday 26th Australia Day celebrations at Cook Park or Carcoar

Non club events.

- Saturday October 15th Parkes Antique show and shine 02 68626658
Saturday 1st October Morris Minor national show and shine, Showground.
Parkes

October Kerry Risstrom Jonathan and Anne Rolfe	November Kevin and Carol Ryan Bernie and Elizabeth Schnell	December Andrew and Sue Sharp Michael and Veronica Smith
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
PRESIDENT'S REPORT FOR OCTOBER 2016

We are sorry to hear the loss of our club member Kathy Stephen. Both Brian & Kathy have been active members for quite a few years now our thoughts are with the family at this stage.

The Annual General Meeting is in November and all positions have to be filled there has been some interest so hopefully they will all be filled.

We entertained the Vintage Jaguar Club last weekend it was very wet and the display was cancelled. They had a light lunch at the club building which was a great success even though it was terribly wet we received good comments all round. In the thirty years we have had the club building I have never seen it so wet when we have had to have an event there.

I wish to thank all the members who contributed to the days success.

I am pleased to hear that we have received the grant for the building extension now it only has to stop raining so work can begin.

Five cars braved the elements 3 modern & 2 vintage on our run to 'Sunny Downs' at Mandurama even though it was wet we did not do the farm run but inspected his sheds and had fellowship on the front verandah enjoyable day has by all. We welcomed Owen and Anne's friends from Sydney Neil & Judy Freeman they have been entrants in our Autumn Tours.

We have had an invitation from Parkes club to join them on a bus trip to New Gosford Classic Car Museum on the Saturday 19th and Sunday 20th of November if you are interested in participating I have more information please contact me as soon as possible.

Don't forget registration day as mentioned before all cars that are due for registration and end of year must attend or make other arrangements; you are to bring rego papers, insurance papers. Certificate of operations and proof of membership to be sighted on the day.

Yours in vintage motoring

Keith

PRESIDENT'S RUN 8th & 9th October 2016

We will meet at Cowra at 9.30am for morning tea on the Lachlan Valley Way to Boorowa at the park near the bridge you are to bring your own morning tea. We will then proceed through Boorowa and turn right to Binalong where we will be having lunch at the Binalong Hotel after lunch we will visit the Glass blowing factory then onto look at the car museum. We will then drive to Harden and our stay at the hotel and dinner.

After breakfast on Sunday we will drive through Wambat where we can have morning tea you will need to bring your own. Then onto Young where we are having a B.B.Q lunch at Chinaman's Dam Lambing Flat you will be provided with a can of soft drink if you require tea or coffee you will need to bring your own.

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

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
MONTHLY GENERAL MEETING 19th September 2016

Opened: 7:35pm

Members present: 21 as per Attendance book

Apologies: Bob Campbell, John Nicholson, George Tait, Les Cridland, Lloyd Stevens, Ray Dwyer, David MacKay.

Visitors: Nil

Minutes of previous meeting: Accepted as printed in the Magazine

Moved: Anne Magill Sec: Peter Amos Carried

Correspondence In:

- Shannons Auction Catalogues -29/8/16 and 19/9/16
- Bush Telegraph Newsletter – September/October
- Just Auto Classifieds – Questionnaire
- Arthur J Gallagher – Club Insurance Package 2016/2017 Renewal
- National Motor Racing Museum – Newsletter to be sent as electronic version
- National Motor Racing Museum – Correction to information regarding 40th Anniversary Celebrations of the first all Historic Amaroo Park race meeting
- Cheque Book – Commonwealth Bank
- Jenisa Florist – Account for \$53.00
- Orange City Council – Water Rates \$64.78
- Wangarang Industries – Statement for magazine printing \$43.89
- 11 Magazines from other clubs

Moved: Chris Bromley Sec: Ken Gazzard Carried

Correspondence Out:

- Land's Department – completed annual report.

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

Accounts to Pay:

Wangarang - Printing account \$43.89

Jenisa Florist - \$53.00

Orange City Council – Water Rates \$64.78

KerryRisstrom reimbursement lunch supplies for Jaguar Club - \$520.43

Nancy Packham reimbursement lunch supplies for Jaguar Club – \$281.95

Moved: Bob Boaden Sec: Kevin Penson Carried

Editor's Report:

Chris advised that the magazine may be a little late this month and that he is still having some internet problems.

Moved: David Toy Sec: Peter Amos Carried

Events Report:

Keith Packham reported on past events.

The combined run with the Sports Car Club was attended by 10 cars. This event was enjoyed by all those that attended.

The club members served 94 meals to the Jaguar Rally members. The wet weather and state of the yard at the clubhouse prevented most of the Jaguar cars being on display; however the visitors enjoyed a delicious meal and a pleasant afternoon.

Keith provided an update on the President's run for those members attending the event.

A meeting will be held at 7:30 pm Monday 26th September 2016 at the Club house to discuss arrangements for the Autumn Rally to be held 2017.

General Business:

The secretary is to send a letter of thanks to Ian and Rochelle Ashcroft at Summer Centre IGA.

Moved Kerry Risstrom Seconded Peter Amos that the grant is accepted. Carried.

BUT: Jim Coomber

Raffle Won by: Bruce Heinrich

Meeting Closed: 9:45 pm.

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
EDITORS RAMBLE

Please be aware of my new email address, it is now cbromley111@skymesh.com.au. As mentioned in the minutes I am still having some ongoing problems with my NBN Satellite internet service, so at this stage, I am unable to guarantee that the magazine will be out on time as has been the case over the past five years of me being the editor. The Satellite provider assures me that the difficulty is a transient issue so let's just hope the problem with the satellite resolves itself and we can return to uninterrupted and secure internet service.

This month's magazine shows Bruce Heindrich's Ford model A on the front page and included is some information on this vehicle. Enjoy.

There has been a few changes to the club events calendar so please be aware. The run put down for the 14th that included morning tea with the Vintage Sports Car club of Australia has been deleted.

The run to Yeoval now includes afternoon tea at Don Marriott's place on the way home.

Included this month are a reminder of the mammoth sale of everything you have ever wanted and needed at Canowindra motors. This is the sale of a life long collection of interesting items and cars. Not to be missed.

I have also added a few pages from THE BUSH TELEGRAPH magazine that I thought might be of interest.

A flyer for Lyndhurst Annual Market Day.

There are some new and interesting items for sale.

This seems to be a timely reminder to all members that the November club meeting will be followed by our Annual General Meeting and all of the executive positions, The president, secretary and treasurer all become vacant as all officers have severed the maximum time allowable under our club rules. This is an opportunity for all members to consider putting their hand up to fill one of these positions, they are an integral part of the club and the club needs its members support to keep going. We are only as strong as our members allow. These positions can be a bit of fun and all support will be given to the newly elected officers in the positions so come on and give it a go. Your helping to run a social car club not the country.

Bernie has once again reminded all members of the requirements for rego day and has requested that a flyer be added that sets out the registered owners responsibility and requirements on the day.

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@skymesh.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

Annual Inspection Day
Sunday 27th November 2016

The annual club inspection day will be held on Sunday 27th November 2016 at the car club building starting from 8am.

Vehicles on conditional registration with the ODAMC with a registration expiry date between 27th November 2016 and 7th January 2017 will be inspected on this day. If you are unable to attend on the day then a certificate of road worthiness (Pink Slip) will be required for the vehicle. The following documentation will need to be sighted and details recorded by the Registration Officer on the day.

- 1. Historic Vehicle Declaration (RMS form #1259) partially filled out.**
- 2. Registration Papers current or renewal.**
- 3. Current certificate of Comprehensive Insurance.**
- 4. Proof of Club Membership.**
- 5. Certificate of Operations for the vehicle (Purple Form kept in the vehicle).**

Note

The Historic Vehicle Declaration Form will not be signed off unless the above documentation is sighted and details recorded beforehand.

The annual inspection of vehicles on Conditional Registration outside of the expiry dates listed above may require either an ODAMC roadworthy check or a certificate of roadworthiness (Pink Slip). This will be at the discretion of the Registration Officer.

B.A. Schell
Registration Officer

Hold The Phone CHMC Calling

All Heritage Vehicle Clubs have for much of the last few years been facing up to an aging membership and the difficulty to attract younger members to the heritage vehicle movement. The existing 30 year RMS cut off rule for older vehicles mean that the movement is now into the mid 80's for eligible vehicles and this combined with less restrictions in vehicle usage are positives for new ,hopefully younger membership.. Now comes the rub, a search and reading of the RMS website, which concerns the road usage by these younger drivers has disclosed a problem which will if unchallenged deal a blow to these younger drivers being able to engage in the use of very old vehicles.

The problem arises with the legality of P1 or P2 drivers being able to drive a vehicle not fitted with at least a drivers seat belt. Under the heading **P2 licence holders must:** [this obviously applies to P1 licence holders], item 6 states:

Only carry the number of passengers that can be properly seated in seats and restrained by approved seatbelts or child restraints.

Item 7 states:

Only drive a vehicle with a seatbelt fitted to the driver's position and wear the seatbelt.

A search of the RMS website does not reveal any concessions to these rules for heritage vehicles manufactured before seatbelt vehicle inclusion became mandatory. Please verify these restrictions by visiting the RMS website and then take this matter up with your local member, get him working on it. The CHMC is contacting the RMS and the Minister to discuss this problem, your individual or club support will be added pressure to have an exemption created.

Hold That PhoneCHMC Calling

The executive and committee of the Council want you as members to look hard at the possibility of you or one of your associates becoming directly involved in taking your Council forward into the future. The work being done and to be done by the CHMC is now more urgent and will have far reaching effects on the Heritage Vehicle Movement. Many members of the executive and committee of the CHMC have been involved for many, many years in the role of the CHMC and the safe preservation of the hobby we all wonder how we could ever survive without. One individual who deserves recognition and praise for his long association with your Council is current President Ray Ives. Ray is a true believer and wants you who believe in the Heritage Vehicle Movement to step up and be a part of easing the work load which in this fast moving time is becoming more demanding.

CHMC needs a Vice President, Ray cannot keep the role of President forever, he loves the opportunity it gives to safeguard and promote our special hobby but would dearly love to have a Vice President ready to step up to the plate. CHMC needs a Secretary to co-ordinate the smooth running of Council. This modern time with its range of electronic communications means the day to day running of Council will only involve just a whisper in the conversation of your day.

The Half Yearly Meeting [the business meeting] will be held in the town of Parkes NSW on Saturday 29th October 2016. The Council needs your Club's support . BE THERE, LOOK TO THE WAY YOU CAN HELP TO MAKE A VERY IMPORTANT ORGANISATION REMAIN STRONG.

Every successful organisation needs feedback, relevant communication to make better decisions and to avoid accepting outside influences that may be presented and prove to be detrimental to the smooth running of the organisation.

The Council Of Heritage Motor Clubs to which you are affiliated is no different. The executive and committee members who control the day to day activities of your Council aren't super beings, they need help, your help in being successful. Information regardless of how trivial it may seem at the time could be vital in keeping our heritage hobby on track. Communicate with your Council . Your Council has a very respected voice in the Heritage Movement , Council is well received in NSW Government circles.

Keeping Council strong and relevant starts with in your own Club. By putting up your hand and being an active member, whether in administration or just participation makes for a strong club and a strong Council.

Help Council to help your Club, Make the effort, show your Club's support for the CHMC by attending the Half Yearly Meeting to be held in Parkes on Saturday the 29th October 2016. There are matters to discuss that will effect our movement ,you make the decisions and Council will work to make it happen. BE THERE, BE IN PARKES.

Ford Model A (1927–31)

The **Ford Model A** (also colloquially called the **A-Model Ford** or the **A**, and **A-bone** among [rodders](#) and [customizers](#)), 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 1903–04) was designated 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.

Model A production ended in March, 1932, after 4,858,644 had been made in all body 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 US\$1400 for the top-of-the-line *Town Car*. The engine was a water-cooled [L-head inline 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 models were available with stainless steel radiator cowling and headlamp housings.

The Model A came in a wide variety of styles including a [Coupe](#) (Standard and Deluxe), the 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 very rare Special Coupe started production around March 1928 and ended mid-1929. 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 Fords used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was situated 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. The Model A was the first car to have [safety glass](#) in the windshield.

The [Soviet](#) company [GAZ](#), which started as a [joint venture](#) between Ford and the Soviet Union, made a licensed version 1932–1936.^{[[?\]](#)} This served as the basis for the [FAI](#) and [BA-20 armored cars](#) which saw use as Soviet 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 in some countries cars were taxed according to engine size, Ford in the UK manufactured the Model A with a smaller displacement engine of 2043 cc providing a claimed output of 28 hp (21 kW; 28 PS). However, the engine equated to a British [fiscal horsepower](#) of 14.9 [hp](#) (11.1 [kW](#); 15.1 [PS](#)) (compared to the 24 [hp](#) (18 [kW](#); 24 [PS](#)) of the larger engine) and attracted a punitive annual car tax levy of £1 per fiscal hp in the UK. 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 the mid 1910s through the early 1920s, Ford dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, especially the various General Motors divisions, 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 Ford](#) 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 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's rigidity, became apparent. The era of "flexible mass production" had begun.

Clearing Sale,

**FRIDAY 30TH SEPTEMBER, SATURDAY 1ST &
SUNDAY 2ND OCTOBER 2016**

On Account Of Charlie McCarron and Canowindra Motors.

On Site At 29 Gaskill Street, Canowindra, NSW And The Canowindra Show Grounds. Signs to Be Erected. Extensive and iconic collection of Motor Vehicles (70 +1; Dealership signage; workshop; NOS spares; span parts; manuals and numerous sundries including the 46* built Holden 481215 with only 22,004 miles Over 2000 lots to be offered over 3 days on an unreserved basis.

Lots 1046 - 1549 starting 1.00pm Friday (Mostly small parts and posters) Lots 1 - 1045 starting 9.00am Saturday (Mostly vehicles needing attention, motors, panels, shop equipment) Lots 1550 - 1733 plus un-lotted posters starting 9.30am Sunday (Mostly brochures and manuals) Lots C1 - C50 starting 1.00pm Sunday (Vehicles)

Friday and Saturday selling from Gaskill Street,

Sunday selling from the Canowindra showgrounds. All start times are sharp. ' / Start up time for Motor Vehicles at Showgrounds is 1{.00 - 11.30am both Friday and Sunday.

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CONTACT MARY ON 63675139

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FOR SALE AND WANTED

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

(8) **FOR SALE**, 1936 Plymouth P2 Sedan. This car has been mechanically restored from front to back. Lovely old cruiser to drive NSW rego until Dec 2016. For more information call 0418416585, \$22000.00 (Just cars magazine)

(8) **FOR SALE**. 1937 Chrysler Imperial. 4.9 litre straight eight engine, four speed gearbox, red leather interior, 6 wheel equipped, spotlights. excellent condition. \$28000.00 0409994634. (just cars magazine)

(8) **FOR SALE**. 1953 Holden Ute. genuine 79000 miles comes with original Q plate, all original number matching, rebuilt factory radio, 5 new tyres. brakes etc. 0417355567. (just cars magazine)

(9) **FOR SALE** set of four antique wheels, ? make ? model ? cost.
Contact Andrew Heatherington on 0417066370

(8) **FOR SALE**. 1971 Bentley TI. 6.7 litre V8. 74,000 miles. has been reduced from \$25000.00 to \$15000.00. car is already on club plates.
Also from the same person is a 1978 Mercedes Benz. 280SE, 6 cylinder. in good condition with 220000km on the clock. price reduced from \$6500.00 to \$5000.00. Contact Laurie Bagnall on 0499338961 (Cowra crank handle)

(8) **FOR SALE**. 1981 Peugeot 505 sedan, Auto, in very good condition, recon engine, interior and exterior in great condition. On club rego. Only being sold due to health issues. \$2000.00. contact 0427334538 or A/H 63448212 (Cowra crank handle)

(10) **FOR SALE**. 1962 Morris minor, 2 door sedan Original condition, Unregistered but ready for registration. Call Jim 0419403084 (The self starter, young motor club)

(10) **FOR SALE. 1967 Morris 1100**, reconditioned engine by mini king, mechanically very good white with blue interior. manual transmission, 4 new tyres, . \$3990.00. ono

1979 Toyota corona sedan. 122km, manual in excellent condition, white with blue interior. \$3990.00. ono

1984 Ford laser KA manual, 106km, in immaculate condition. \$3990.00. ono

1980 VC Commodore sedan blue with blue. in good condition but paint does need some attention. Genuine 96km \$2500.00. ono call Steve on 0413640915 or 02 63825687 for any of the above vehicles. inspections welcome. (The self starter, young motor club)

(8) **Free to good home**. set of four tyres. 5-20-14.
Contact Brian Stephen on 63623991

Please let me know if you add has been successful so i can delete it.

Orange District Antique Motor Club.

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

Ric Pasquali

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