



Orange District Antique Motor Club Inc.

Restoration Rambler

October 2018

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

Orange District Antique Motor Club Inc. is a member of the Council of Heritage
Motor Clubs. CHMC

www.heritagemotoringcouncil.org.au

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Officer Bearers 2018

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	Les Cridland	6362 6810	0410659810
	*Bruce Heinrich	6365 5300 0429655300	Plus 4 committee members
WEBSITE			odamc.org.au
WEBSITE CO-ORDINATOR	Andrew McDougall	6362 2942	a.mcdougall@octec.org.au

Key holders are indicated by an *

Meetings are held in the Clubrooms, Louie Lane, Spring Creek, on the 3rd Monday of each month commencing at 7.30pm. All visitors are welcome. Note that 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 for 2018

Most events start from Kite Street outside Cook Park at 10am with morning tea at Cook Park unless otherwise stated in the events description. For further information on any events please contact either David Toy, 63 663140 (Mob) 0408 226511 or David Gray 0418 869897. **Note; All Twilight Runs start at the specified location at 5pm.** Changes may need to be made to the Events Calendar for various reasons with as much notice as possible being given.

September

Sunday 30th Canobolas Country Rally has been cancelled. In place will be: Depart Cook Park from Sampson Street side at 9am for a morning tea. catch up in the park in Cudal at the Canowindra turn off. Kevin Penson will be providing scones but bring your own tea or coffee and hot water. Then proceed on to the Forbes Car Show at South Circle Drive 10am – 2pm.

October

Saturday 13th & Sunday 14th Presidents Run. Refer to the flyer in this magazine.

Please book your own accommodation.

Monday 15th Monthly Meeting at Club House 7.30pm.

Sunday 21st Lyndhurst Market.

Saturday 27th Carcoar Show.

November

Thursday 1st Carcoar Dam for a BYO picnic lunch.

Saturday 3rd & Sunday 4th Millthorpe Garden Rambler.

Thursday 8th Meet up with the Lithgow Club at the Royal Hotel at Blayney for lunch. Numbers needed at the October meeting to make a booking.

Saturday 10th Neville Show.

Monday 19th AGM: Monthly Meeting at Club House 7.30pm.

Saturday 24th ODAMC Christmas Party. Details will be available closer to the date.

Sunday 25th ODAMC Car Registration Day.

December

Saturday 1st & Sunday 2nd President's run to the Young Cherry Festival & Car Show.

Thursday 6th Twilight Run to Lake Canobolas.

Monday 17th Monthly Meeting at Club House 7.30pm.

January 2019

Thursday 3rd Twilight Run TBA.

Monday 21st Monthly Meeting at Club House 7.30pm

Sunday 20th TBA

Non club events.

October Jim + Doreen Coomber Euan + Wilga Coutts	November Les + Sandy Cridland. Peter + Shirley Downey	December Ray + Brenda Dwyer. Michael + Kathryn Frew
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ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

Presidents Report September for October 2018



Another great attendance at Sep meeting. Dave brought up an interesting point regarding rules for membership. Thank you for offering to print more copies of the Constitution Dave as it is important that all members have a copy. I feel we can resolve the problem without a rewrite.

As you may not know, we decided to cancel the Canobolas Country rally due to lack of outside entrants. However the Sunday Run will be a club event. We will have smoko at Cudal and go on to the Forbes Car Show.

The president's run is locked in but please remember to book your accommodation. "Iandra" sells tea or coffee but you need to take eats (unless you wish to participate in Kerrie's and Jann's Free Food)

Remember the average car has many nuts but it is the one behind the wheel that causes all the damage.

John N

Bees and the Birdsville Races

We are at a place called Thargomindah in Queensland, population 270. 600 miles from home. The prospect of getting honey from the Napunjah trees looked good as the trees were well budded after good rains. There was a very colourful covering of ground plants as well. This gave the bees a variety of pollen (Protein). I was in the Mercedes truck loaded with Bee material, going to the bee site and the road caved in under us due the wet conditions. We tried to pull the Mercedes out of the bog with our other truck, the Hino, but it wasn't strong enough to do the job so we had to get the shire council grader to help us out. The honey flow was good and, once again, I did get stuck into the honey burr, eating into the profits, Delicious. We were still in Thargomindah, three days before the Birdsville races were due to start. It was an exciting time in the little township as Light planes were landing at Thargomindah airstrip to fuel up before flying on to Birdsville. The town has a hot spring from a bore into the great artesian basin, this was good for cleaning us, and the trucks. We changed drivers at Burke as this is about half way back home. The bees were back in the Orange district for spring on canola so it was a good time to spend some time at home.

(Old beekeepers never die, they just buzz off).

To be continued.

Kevin Bowyer.

PRESIDENTS RUN

DATE SAT 13 SUN 14 OCTOBER 2018

ORANGE – FORBES – GRENFELL - IANDRA CASTLE

Route	Distance Km	Times	
SATURDAY			
Cook Park		0930	
Eugowra	80	1030-1100	Smoko
Forbes	40	1145-1400	McFeeters Car Museum Lunch – BYO or Café
Grenfell	65	1500 O/night	Chrysler Car Museum
Grenfell		1830	Albion Hotel - Dinner
SUNDAY		0800-0900	Breakfast - Cafe
Henry Lawson Way – Tyagong Creek Rd – Iandra Road			
Iandra Castle	35	1000	Smoko/Self tour Coffee & Tea available
Greenthorpe	8	1200	Pub Lunch
Cowra	30		Cowra Breakout Hologram

- Grenfell Accommodation
 - Grenfell Motel 63431333 – Twin Share \$100 Queen + single \$100
 - Albion Hotel 63431199 – Single \$40 Twin Share \$50
 - Bed & Breakfast (check online)
 - Grenfell Caravan Park 63431194 – Cabins \$85
 - **Members to book own accommodation**
- McFeeters Entry \$10
- Chrysler Car Museum Entry \$5
- Iandra Castle Entry Adult \$15-Pensioner \$10

If possible could you please advise at Monday Nights meeting of your participation

Orange District Antique Motor Club Inc.

Minutes of Monthly Meeting

Date: 17th September 2018

Meeting opened: 19.30

Members Present: As per the Attendance book, 40 members signed the book.

Apologies: David Toy, Tom Steele, Andrew McDougall, Keith Packham.

Visitors: Rick Torrisi, Christina de Bruin.

Before the meeting commenced Kevin Penson advised of the passing of Joy Campbell wife of Bob Campbell. ODAMC members send condolences to Bob.

Minutes of previous meeting: Accepted as printed in the Magazine.

Moved: Kevin Penson **Seconded:** Mark Allaway **Carried.**

Business arising: Nil.

Correspondence in:

- Arthur J Gallagher – Historic Motoring Club Insurance.
- Orange City Council- Water Rates
- Central West Libraries. Request for Club Vehicles to attend a photographic re-enactment as part of the Centenary of World War 1 in Orange.
- Shannons Auction Information.
- CHMC. Letter.

Magazines from clubs:

Reflections-Wagga Wagga, Crank Torque – Parkes, The Cowra Crankhandle, Twin Rivers Torque – Wellington, Get it Together – Yass, The Crank Handle – Gundagai.

Magazines via email:

Model A Flyer, Cootamundra Crank Torque.

Correspondence out: Nil.

Business Arising from Correspondence:

Moved: Anne Magill **Seconded:** Chris Bromley **Carried**

Treasurer's Report: Peter Amos presented the current financial report

Accounts to Pay:

- Orange City Council- Water Rates \$ 68.40
- Arthur J Gallagher – Insurance.
- Postage \$66.00
- Elgas \$49.20

Moved: Peter Amos **Seconded:** Richard Bloomfield. **Carried**

Editor's Report: Chris advised all is good with the magazine, members are sending in items for publication.

Events Report:

Tuesday 4th September. The Canberra Antique and Classic Club visited the club house as part of their 50th Anniversary Tour. ODAMC had 14 cars on display and over 26 members with 3 friends visiting. We were told the Canberra members thought their visit was the highlight of the tour so far. They expressed their appreciation by presenting a certificate to the club to commemorate the visit.

Thank you to all the ladies for supplying a wonderful spread for the Canberra Club, and to the guys for being on hand to greet the visitors and show them around the cars on display and the club house.

Thursday 6th September. The tour of the Manildra Rail & Mill Museum followed by lunch at the Manildra Hotel was again well attended. The Museum was a true surprise filled with history of the Mill and the rail line that services the site. It was great to see two of our newest members Fred & Rhonda attending in their Jaguar XJ6. Also Dave & Mary who are friends of Euan & Wilga in their Vauxhall 26/60, and Dave Mackay in his Austin.

Upcoming events:

Sunday 23rd September. The Great Family Fun Day presented by Orange Lions Club at Euchareena Public School.

Sun 30th September. The Canobolas Country Rally has been cancelled and in its place will be: Depart Cook Park from Sampson Street side at 9am for a morning tea catch up in the park in Cudal at the Canowindra turn off. Kevin Penson will be providing scones but bring your own tea or coffee and hot water. Then proceed on to the Forbes Car Show at South Circle Drive 10am – 2pm.

Saturday & Sunday 13th & 14th October. President's run. Refer to the flyer in this magazine. Please book your own accommodation.

Thursday 8th November. Meet up with the Lithgow Club for lunch at the Royal Hotel at Blayney.

Suggestion to make this a club run. **Moved:** Dave Gray. **Seconded:** Kerry Risstrom. **Carried.**

General Business:

- Welcome to two new members Fred Geerling & Laurie Dwyer.
- ODAMC caps \$14, and hats \$16 are now available.
- The National Vintage Rally being held at Forbes between 23rd & 28th October will feature on Wednesday 26th October a Gaslight Parade in the main street followed by a carnival. Start time would be around dusk.
- Plans for the ODAMC Christmas Dinner may have to be changed as the guy who did the catering at the Aero Club is no longer in Orange. Members of the Events Committee and club members will be advised as information becomes available.
- There was discussion on the topic of the ODAMC's constitution. Further discussion on this matter will be continued at the next monthly meeting. As copies of the constitution are now almost exhausted Dave Gray has indicated he will print up some more. Thanks Dave.
- Redhead Hunt for HD (Huntington's disease) at Wade Park on Saturday 29th Sept. 10am to 4pm. The event's organisers have asked if any members would like to park some cars, possible red or yellow in colour, along the street outside Wade Park. If you do not have a red or yellow car maybe just tie a red or yellow ribbon on to get in the theme.
- Central West Libraries have requested for club vehicles to attend a photographic re-enactment of Armistice Day as part of the Centenary of World War 1 in Orange. The re-enactment will be in Anson Street in front of the OCTEC building on Sunday 11th November between 9.39am & 10.30am. Rosemarie Amos will have more information on this at the next meeting.

BUT: Peter Amos

Raffle prizes won by: Rick Torrasi

Meeting closed: 20.40.

Orange District Antique Motor Club Inc.
Annual General Meeting
Monday 20th November 2017

Meeting opened: 20.35 by Vice President Kerry Risstrom in the absence of President John Nicholson.

Members Present: As per the Attendance Book 27 members signed the book at the Monthly Meeting prior to the Annual General Meeting.

Apologies: John Nicholson, Chris Bromley, Phil Dunlop, Les Cridland, Joy Campbell, Dave Mackay, Lance Seymour, George Tait, Ray Dwyer, Andrew Sharpe.

Visitors: Jacob Kain.

Minutes of previous Annual General Meeting as printed in the November 2016 Restoration Rambler accepted as read.

Moved: Bruce Heinrich **Seconded:** Bob Boaden **Carried.**

Business arising: Nil

Correspondence in:

- Letter from John Nicholson (President)
- Email from Chris Bromley

Business arising from Correspondence: Nil

Correspondence out: Nil

Treasurer's Report:

Peter Amos presented the Annual Financial Statement. The records have been examined and assessed and it is confirmed the club remains in a healthy financial position.

Motion: To accept the Annual Financial Statement.

Moved: Peter Amos **Seconded:** Kevin Penson **Carried.**

General Business:

- Bruce Heinrich gave an update on the progress being made on the Unisex toilet and on the estimated cost to the completion. The slab has now been laid.
- After discussion on the annual membership fees it was decided the fees should remain unchanged.

Motion: Annual Membership fees to remain unchanged at \$40.00.

Moved: Peter Amos **Seconded:** Keith Packham **Carried**

- Mention was made of Don Marriott's continued generosity to the club and it was suggested a letter of thanks be send in recognition.

Nominations and acceptances of Office Bearers for 2018

Position	Name	Nominated by	Seconded by
Patron	Jim Coomber	Keith Packham	Bob McNeill
President	John Nicholson	Keith Packham	Bob McNeill
Vice President	Kerry Risstrom	Richard Bloomfield	Kevin Penson
Secretary	Anne Magill	David Perry	Bev Holland
A/ Secretary	Kevin Penson	Bob McNeill	Bev Holland
Treasurer	Peter Amos	Bob McNeill	Kevin Bowyer
A/ Treasurer	Bob Boaden	Bob McNeill	Kevin Penson
Magazine Editor	Chris Bromley	Peter Amos	Bev Holland
Publicity Officer & Social Secretary	Kevin Penson	Peter Amos	Bev Holland
Property Officer	Bruce Heinrich	Peter Amos	Bev Holland
Librarian	Dick Jane	Dave Gray	Bev Holland
Public Officer	Kevin Bowyer	Dave Gray	Bev Holland
Events Committee	David Toy	Dave Gray	Bev Holland
	Keith Packham	Dave Gray	Bev Holland
	Anne Magill	Dave Gray	Bev Holland
	Dave Gray	Dave Gray	Bev Holland
	Richard Bloomfield	Dave Gray	Bev Holland
Registration Officer	Bernie Schell	Dave Gray	Bev Holland
A/Registration Officer	Keith Packham	Dave Gray	Bev Holland
Scrutineers	Bernie Schell	Dave Gray	Bev Holland
	Keith Hackham	Dave Gray	Bev Holland
	Stephen Halls	Dave Gray	Bev Holland
	Bob McNeill	Dave Gray	Bev Holland
	Kevin Ryan	Dave Gray	Bev Holland
	Andrew Sharpe	Dave Gray	Bev Holland
Delegate CHMC	Keith Packham	Dave Gray	Bev Holland
Management Committee	Les Cridland	Dave Gray	Bev Holland
	Bruce Heinrich	Dave Gray	Bev Holland
	Bob McNeill	Dave Gray	Bev Holland
	<ul style="list-style-type: none"> • Management Committee includes President, V/President, Secretary & Treasurer. Section 6 (l) of the Constitution – 7 members in total. 		
Website Co-ordinator	Andrew McDougall	Dave Gray	Bev Holland

Meeting closed: 21.05

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC.
EDITORS RAMBLE.

Welcome to the October edition of the ODAMC newsletter. I hope you enjoy it.

As the November meeting is also the AGM, I have included last year's AGM minutes, as required by the club, for your perusal.

It's a shame about the spring rally having to be cancelled. A difficult decision to have to make by the organizers. Let's hope circumstances are a bit better next time.

Dave Mackay sent in an article and some pictures of his first car that his uncle gave him when he was only 11 years old. A 1923 Austin Tourer that was fully imported and had the Birmingham Body, and it's very long restoration process. Well worth the persistence this took. A beautiful end product.

Alan Buckley also sent in an article regarding the re building of the engine of his 1946 Packard Clipper. He also included a flyer that could be of assistance to members undertaking a similar project. The picture of the car looks great and it will be good to see it on some club runs when he finishes it. Knowing Alan, it will be of an impeccable standard.

Next month, of course, is inspection day, and Bernie has requested that all members having cars inspected please read and understand the requirements for this procedure.

It will not be possible to complete your car's inspection unless all paperwork has been completed correctly.

Let's try and avoid any awkwardness' on the day

Kevin Bowyer wrote another section to his story of being a bee keeper in the old days, titled 'Bees and the Birdsville races.' I have included this at the end of the president's report. Interesting reading. What a great time to have been in those remote areas doing that job and having those vehicles to work with.

Ann sent in a report and some pictures from the Manildra Rail and Mill museum, and some pictures from the Canberra's Club visit to Orange Club House. Thank you Anne

John sent in a timetable for the Presidents run coming up later this month. We have received some more reports and pictures from club runs and some interesting articles regarding some member's cars. This makes for some good reading and interesting pictures.

Please be aware of some changes made to the events calendar and extra events added for this month.

Members attending any events are encouraged to take pictures and send them in so they can be put in the newsletter.

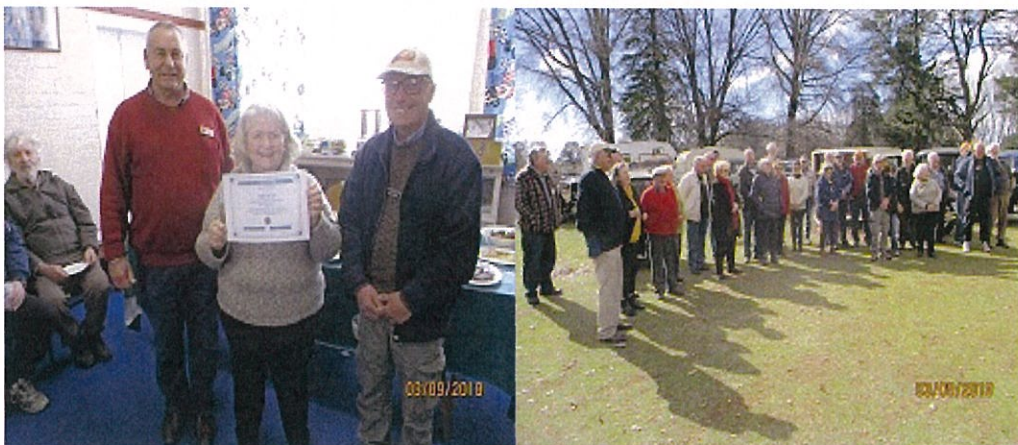
Don't forget to support our sponsors whenever you can as they support us.

Please forward any items of interest to Chris Bromley on 63659224 or 0428659224 or email at cbromley111@skymesh.com.au for any information, news, pictures or anything that we can add to the newsletter. All is gratefully appreciated.

Club runs and outings.



1. Great to see Dave Mackay's Austin on the run
 2. Chris & Fred having an old fashioned conversation.
 3. Our guide Kevin with some interested visitors.
 4. Sign at the door.
 5. Just some of the Orange member's cars on show for the visit by the Canberra Club.
- Canberra's Club visit to Orange Club House.



Photos from the Canberra Club visit to the Orange club house.

1. Certificate of Appreciation was presented to John & Anne by Joe.
2. A group photo of both clubs.

Annual Inspection Day

The Annual Club Inspection Day will be held on Sunday 25th November 2018 at the Car Club Building starting from 8am.

Vehicles on conditional registration with the ODAMC with a registration expiry date between 25th November 2018 and 25th May 2019 will be inspected on this day. This is because the certificate of roadworthiness (Pink Slip) and the club safety checks are now valid for 6 months. If you are unable to attend on the day then a certificate of roadworthiness (Pink Slip) may 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 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.

The Historic Vehicle Declaration Form will not be signed off this year unless the above documents are sighted and details recorded by the Club Registration Officer beforehand.

Club members with vehicles of HCRS are reminded if their membership fees are not paid by the due date they are not financial members and their registration and CTP will be void! (ie the vehicle is unregistered and uninsured).

Bernie Schell

Registration Officer

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All monies made by committee goes to the maintenance &
development of the Hall & Village

My First Car

David Mackay

My First Car was given to me by my Uncle John when I was 11 years old in 1963.

I still have it. It is a 1923 Austin 12/4 Tourer, fully imported , Birmingham Body.

As a kid I was constantly pulling things apart and since the car was just a rusted, rotting hulk, it was decided that it would keep me out of the bush and in the back yard for a while.

My Uncle had found it decaying under a tree on the South Coast and wanted the door handles for his 20hp Tourer. The owner would not let him take anything unless he took the whole car. So I received the car minus door handles, lights , gauges etc.

The engine was seized and my father advised against disassembly in favour of daily feeding a little penetrating oil down the priming cups on the head. Daily ritual after school! A month of this treatment and the engine was free. Now for some paternal assistance with magneto, carburettor etc. and it was a goer, much to our neighbour's chagrin!! The exhaust was rusted out and I tried to quieten it with an old length of 2" Pipe, but still noisy!

We lived at Hornsby Heights at the top of the Galston Gorge and there were plenty of Fire Trails in the locality so the job was to get it mobile for the trails.

Only two tyres were usable but Dad had some old tyres off his Packard. I was able to stuff these with bags and twitch trough the spokes with no 8 wire. The petrol tank was rusted out but it would run on fuel from the Autovac (constant topping up). The Water Pump was corroded beyond repair so I rigged up a thermosiphon set up (thanks Dad), Boiled Frequently!

After the first fire trail run it was obvious that the dilapidated body was going to fall apart so it was pulled apart and thrown in the corner of the shed. This left me with a Mobile chassis upon which I bolted a couple of 4x2 planks upon which I bolted a Morris Minor seat I found at the tip. Mum was not impressed but dad said "just keep your legs up".

It stayed in this format all through my High School Years, mates and I had a great time and the poor old car took a hammering!

I then purchased my second car (FC Holden) and the old Austin was no longer needed. But guilt stirred in me and I realised I had destroyed a good old car. Restoration started with the timberwork. 4x4 pieces of Coachwood were obtained and new timbers were fashioned using the rotten pieces as templates.

My Uncle, realising I was serious about the restoration, gave me a big present for Xmas in 1969, in the box were all the bits he kept in 1963. My car was now complete, and completely disassembled.

Timber work was nearly finished when career and family responsibility got in the way. The Austin languished in Dad's shed until he moved in 1980, at which stage I found a space in a shed on the property in Manildra where I was working.

Here it stayed with the spiders, rats, and mud hornets until 1996 when I was finally able to continue the restoration. I rebuilt the body myself replacing or repairing all the rusted sheeting and assembling onto the new wooden frame. The body took me 2 years. A new set of Mudguards were obtained back in 1967 because the original were beyond repair. I now found that these were from an Australian bodied Austin and these are slightly wider in the body. The front mudguards would not fit and had to be extensively altered, a big challenge for an amateur and took nearly 12months. A new water pump was obtained in England and new Valves in New Zealand.

I had now exhausted my personal skills and had to call for assistance.

A magnificent paint job was done by Dave Duncan in Manildra.

Button back upholstery was done by Shane Edgar in Dubbo.

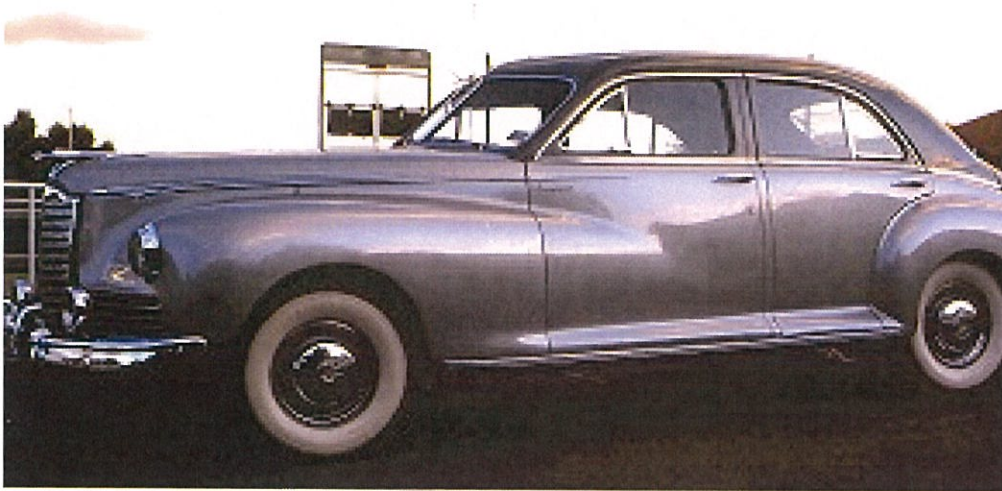
Hood Covering was done by John Morphet in Molong

There is still work to do but after 55 years, at least I can drive it again. No fire trails these days. I wish it was a little bigger but it is what it is. I wish it was a little more powerful but it is what it is. No other possession have I had so long. My children and grandchildren love it and so do I.



David Mackay

My 1946 PACKARD CLIPPER - Straight eight side valve 282 cubic inch.



A broken valve spring prompted the dismantling of all valve springs and valves, revealing that the suspect valve spring had broken in three places. A stuck exhaust valve revealed valve stem corrosion. Closer inspection revealed pitting and hammering to all valve faces – inlet and exhaust. This problem arose from using standard valves rather than hard-faced valves to compensate for wear when used with stellite valve seats.

To counter this problem I have just had a set of valves manufactured for my Packard. The original specification samples were sent to G&S Valves in the UK, the only British manufacturer of these specialist components, supplying such organisation as: Cosworth 'Approved Supplier Scheme'; Rolls Royce Motor Cars 'Supplier Assessments'; Varity Perkins 'Approved Supplier'; Various Vintage Motor Car & Motorcycle Clubs.

Andrew Grenside produced working drawings of inlet and exhaust valves for my appraisal. We settled on material 214N; stellite tips on the valve stems and cobalt based alloy grade 6 for the hardened faces inlet and exhaust. The Packard engine was previously fitted with stellite valve seats and K-liner, not cast iron, guides. For further details see the attachment: "Hard facing – unleaded use". Andrew Grenside gave permission for this article to be reproduced in our club magazine.

The company was founded in 1946 by Harry Grenside and his partner Ralph Saunders. In 1991 Andrew Grenside joined the company and used his knowledge in computers to set up a new system, which has improved the production techniques and quality of all of valves produced at G&S.

For detailed technical information about valves you can visit www.gsvalves.co.uk/assets/g-s-technical-information.pdf

Getting the Packard back on the road is a work in progress, and I hope to have it registered soon so that I can take it on various club outings.

Allan Buckley



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The whole unleaded question regarding valves is a bit tricky to explain. To begin with certain 'older style' engines can run perfectly satisfactorily on plain 214N material, due to the fact that they are not a modern day 'lean' burn, high revving engines, expected to do modern day mileage and service intervals.

Unfortunately every engine is different. What we have found is that if the cylinder heads have had modern day 'unleaded' hardened seat inserts fitted the seat insert will most probably be too hard for the valve which could excessively wear the valve seat. In this particular case we would recommend a armoured seated exhaust valve.

For racing use unless the engine is a very heavily loaded engine or has forced induction you could usually get away with 214N or 1.4882 material as the valve will not be in service as long as a standard road going valve.

As a rule of thumb any exhaust valve running on modern day fuels should NOT be magnetic, if so, it is a martensitic (magnetic) steel which nowadays is used as inlet valve material. 214N which is an austenitic (non magnetic) stainless steel developed in the 60's and designed to run on leaded fuel. Some older style engines pre 60's used EN54 (non magnetic) steel some with a Cobalt based deposit on the seat or EN59 / EN52 both of which are magnetic materials. Any of these materials would not be as good as a plain 214N exhaust valve. The addition of armoured seat has been implemented due to the demise of leaded fuel leading to excessive seat wear.

The other thing to note is that 214N (austenitic stainless steel) is not compatible to run in cast iron guides without a surface treatment on the stem e.g.: plasma nitride, chrome or tufftride, where EN52 or inlet (magnetic) material without a treatment is acceptable. Nimonic 80A is also not compatible to run with cast iron guides without a surface treatment on the stem e.g.: plasma nitride or chrome, but is acceptable to use unleaded fuel without a armoured seat.

The basic procedure for a depositing a armoured seat on a forging is as follows:



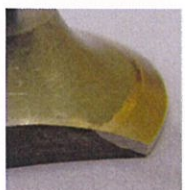
1. Forge a forging as per normal procedure



2. Traking of forging (to be able to deposit a Cobalt based alloy - Grade 6)



3. Welding of the Cobol deposit on the forging



4. Coining of forging (drives the Cobalt deposit in to the base material) and removes any porosity in the Cobalt layer.



5. Section sample forging to determine correct position of the Cobalt deposit

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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.

(7) FOR SALE. 1934 NASH Twin Ignition Ambassador 8, Model 1294L Sedan.

It goes beautiful & drives lovely. The only noise was the thrust bearing. Which was new, but must be dry. Motor reconditioned, new brakes and brake drums, gearbox and diff dismantled checked and reassembled. There is a couple of things to do on the car to make it 100%, the overdrive linkage (I think I have it all) accelerator cable and pulleys (I have all), brake light switch (I have original now), I have sought parts from all over the world for this car but it is probably 95 % original. **The car is offered for sale by its owners Tom and Rhonda Dowse itdowse1934@gmail.com Mudgeeraba, Australia Tel - 0404024292**

(7) Missing – Presumed lost.

1928 Phaeton.

The number plate was 28 – FRD. I am prepared to offer a \$100 reward for information leading to its owner and location. Contact details are email: willeyian@gmail.com and my son Evan: 0438 264 489, or daughter Rebecca: 0410 544 089.

(7) Wanted urgently rear mudguard Tudor/Pheaton 28/29 because rear wheel parted company with axle please ring John Hyland 0246571734 or waikato.park@bigpond.com I will be grateful for any help.

(8) FOR SALE. 1929 Chevrolet international sedan. In great condition. Has been in museum for the past 10 years. Has new tyres, 12v system, Red with cream interior. Club Rego (not transferable). Inspection will not disappoint \$20,000.00 ONO. Well-known car in the local area.
Call Ted Sanger 02 63645100 (ODAMC member).(Other clubs copy please.)

(9) FOR SALE. Morris Minor 1000, 1960, 4 door Sedan, Original 92,000 miles, blue in colour (has been resprayed), 2nd owner, in very good condition. Australian delivery. Local to Orange. \$9000.00 o.n.o. For more info or pics call JOHN on 0417 068 223.

(10) FOR SALE

Could you please advertise these parts in the next magazine .Molong Central School has for sale various car parts, mudguard, chassis etc. contact Keith Packham for more details 63668015 0429608878



Orange District Antique Motor Club Inc.



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