

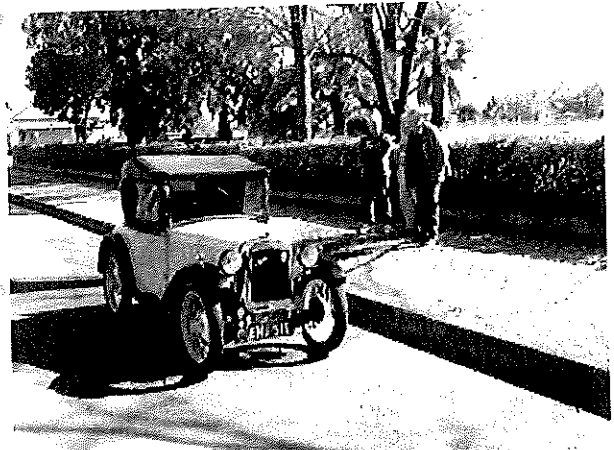
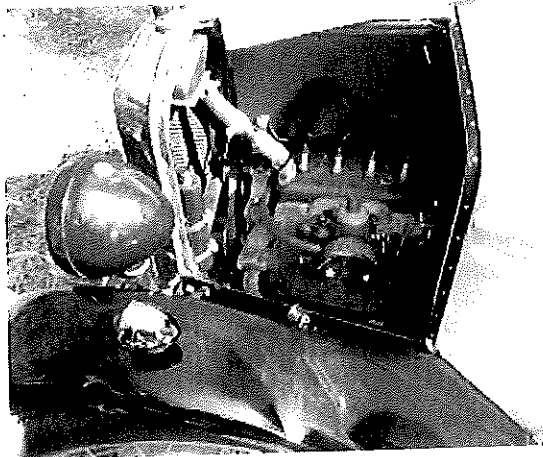
Orange District Antique Motor Club Inc.

Restoration Rambler

October 2012

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

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



ORANGE DISTRICT ANTIQUE MOTOR CLUB INC

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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 September meeting 2012

Well spring has finally sprung and we can all breath a collective sigh of relief knowing that we have left the worst of the winter behind us.

Our Father's Day run out to Borenore proved a popular day with 10 vehicles meeting up at the Lake and over twenty club members enjoying lunch at Scott Dowling's Post Office Store. The famous fathers quiz also proved good fun with Ray & Brenda Dwyer coming out winners. It will now be their task to plan next years outing. We were all back home again by mid afternoon to celebrate with family.

The President's Run to Trundle will be two weeks after our CCR. It is shaping up to be a great weekend and I just know the weather will be with us all the way. If you have any questions please phone me. It's not too late to join us.

The year is fast drawing to a close so a quick reminder of our AMG November 19th followed by rego day Sunday 25th Nov. Please have all paper work filled out and have paid your 2013 club fees before arriving at the registration desk. You can pay your dues on the day. (Next years fees will be set at the AGM)

Some of our club members have put themselves in the infirmary due to torn ligaments, knee surgery, illness and other injuries due to incidents causing pain and suffering. We wish all our members a speedy recovery and hope all are up on deck again soon.

This magazine will go to press before our upcoming Canobolas Country Rally which I know will be a resounding success. By then the happy wonders (Packhams) will have returned from their adventures to Canada also. Keith, we might yet have that slide night! I hope you took lots of photos.

Happy rambling,
Ms Kerry Risstrom.

*2012 is the Chinese Year of the Dragon.
Dragons are lucky and the red dragon is the luckiest of them all.
The Chinese love red.
They even wanted o change traffic lights for Red to mean Go .
Imagine the chaos!*

Follow up email received by Bob regarding Motorfest letter.

At the CMC Meeting on Monday night it was reported that Motorfest, which is run by the Australia day committee, will continue with a different sponsor. NRMA is only dropping it's sponsorship for 1 year at this stage. They look to have another sponsor at \$150k to \$250k
Bill

Something totally different.

Men Do Listen.

I know some men who would relate to this.

Here is proof that husbands do listen to their wives.

Milk and Eggs.

This is a story which is perfectly logical to all males.

A wife asks her husband, 'could you please go shopping for me and buy one carton of milk and if they have eggs get six'

A short time later the husband comes back with six cartons of milk.

The wife asks him, 'why did you buy six cartons of milk?'

He replied 'they had eggs'.

Men and one earring.

Did you ever wonder why earrings became so popular with men?

A man is at work one day when he notices that his co worker is wearing an earring. The man knows his coworker to be a normally conservative fellow and was curious about his sudden change in fashion sense.

The man walks up to him and says 'I didn't know you where into earrings'

'Don't make such a big deal, it's only an earring, 'he replies sheepishly.

His friend falls silent for a few minutes, but then his curiosity prods him to ask, 'so how long have you been wearing one?'

'Ever since my wife found it in my ute'

Some quotable quote's.

'The older I get the older old is' Tom Baker (actor).

'I just don't think of age and time in respects of years. I have too much experience of people in their seventies who are vigorous and useful and people who are thirty-five who are in a lousy physical state and can't think straight. I don't think age has a lot to do with it 'Harrison Ford (Actor).

'My Wife has a slight impediment in her speech. Every now and then she stops to breathe.'
Jimmy Durante.

'Money can't buy you happiness but it does bring you a more pleasant form of misery.'
Spike Milliagen

Cardiologist's diet. If it tastes good spit it out.

I never hated a man enough to give him his diamonds' back. Zsa Zsa Gabore (Actor)

Orange District Antique Motor Club Inc

EVENTS CALENDAR 2012

All events start from Kite Street outside Cook Park at 10:00am unless advised otherwise.
For further information on any event contact Peter Amos phone 6366 3152 mob. 0411 966 882

AUTHORISED CLUB RUNS

September

Sat.29th/Sun.30th/ Mon. 1st Oct. **Canobolas Country Rally** – Entries to Kevin Penson

October

Thursday 4th Mid-week Run. Leave Cook Park **11:00am**. and travel out to the Orange Aerodrome for lunch at the Terminal Café - \$12 pp. After lunch we will have an inspection of the new Orange Aero Club Hangar where mechanics will be working on aircraft. We will also visit a Hangar where the club houses some of their Bi-planes. Numbers required at the September meeting to Ray Dwyer please.

Saturday 13th Trunkey Show –Theme “Proud to be Australian” Prizes for best dressed Aussie – fly an Aussie flag on your aerial! wear Green & Gold on the day - leave Cook Park **9:00am**
Numbers required by 4thOctober to Peter Amos, for parking arrangements.

Sat/Sun 13th/14th **Present's Run to Trundle**. Leave Cook Park **9:00am**. sharp to travel to Parkes via Manildra where we will have morning tea - BYO. Visit Parkes' Motor Museum \$8 pp. and purchase lunch at a small cost. Travel onto Trundle Pub for o/night stay with dinner. Depart after breakfast for Parkes' Swap Meet or make your way home. We may even visit the “Utes in the Paddock” at Ootha if time permits. Be quick to secure your room at the Inn.
Phone Kerry 6365 1280 (soon)

Sunday 14th Parkes Antique Motor Club - Annual Swap Meet. Gates open 7:00am. Admission \$4.

Monday 15th Monthly Meeting at the Club House 7:30pm.

Saturday 27th Carcoar Show. George Tait has invited members to display their cars – free entry
leave Cook Park **9:30am**

Sunday 28th Orange District Antique Motor Club and Australian Sporting Car Club members combined Run leaving Cook Park at **11:00am** travelling via Forest Reef for lunch at Gerry's Commercial Hotel at Millthorpe. – numbers required Oct. meeting.

November

Thursday 1st Depart Cook Park and travel via Rock Forest to Dunkeld. Return to Orange but enjoy lunch at the Bee Keeper's Inn at Vittoria.

Sat/ Sun 3rd/4th **Classic Yass** Celebration of Heritage Motoring – Vehicle display Saturday – Other events Sun.

Frid/Sat/Sun 16th/17th/18th Old Errowanbang Woolshed – Blade Shearing Display – Leave Cook Park **9:30am**

Monday 19th Monthly Meeting and **AGM**. at the Club House 7:30pm.

Sunday 25th Rego Day at the Club House.

December

Saturday 1st Christmas Party at Kelly's Hotel – numbers please at Nov. meeting

Thursday 6th Leave Cook Park **5:00pm** for a BBQ tea at Lake Canobolas. BYO

Monday 17th Monthly Meeting at the Club House 7:30 pm.

Swap Meets and Other Events – non club runs

Sun. 4th November Canberra Swap Meet to be held at EPIC.

Sat/Sun 10th/11th November Bendigo Swap Meet

Supper Roster

| | | | | | |
|----------------|-----------------------------|-----------------|-----------------------------|-----------------|---------------------------------|
| October | Bev Holland Don Marriott | November | Rob McKenzie Bob McNeill | December | John Nicholson Keith Packham |
|----------------|-----------------------------|-----------------|-----------------------------|-----------------|---------------------------------|

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
EDITORS RAMBLE

This month sees some articles that should have been posted in last month's mag. I was incapacitated last month so the mag went out early.

Included in this month is a letter that was sent in by Bob regarding the cancellation of the NRMA Motorfest in Sydney over the Australia day weekend. Very disappointing for all. There is an update to this issue that Bob also sent in. I have added it to the bottom of the minute's page. Bob emailed in about the Dubbo swap meet.

Clear and cold morning saw us motoring into the sunrise, quite a crowd enjoyed numerous stalls and displays, the coffee shops doing a roaring trade, A little bit of everything but not a lot of anything, although several members were seen making trips to their cars to offload goodies. Anybody with jumper leads would have been run off their feet as a number of early arrivals had left their lights on.

He also sent in this article about the Fathers.

Fathers Day dawned cool and bright and by 10.00am as the cars assembled at Cook Park it was almost shorts weather, I said almost. A nice run up over the Pinnacle to the lake for morning tea, picking up another couple of cars and then onto Borenore for lunch, but not before Kerry had us doing a little quiz. A couple more members joined us at the lunch stop. A noisy time meant everybody was enjoying themselves and after marking the result was the Dwyers appeared to WIN. For us it was a quiet drive back to town to enjoy an icecream at the Coronet before arriving home, a good day had by all 22 participants..Bob



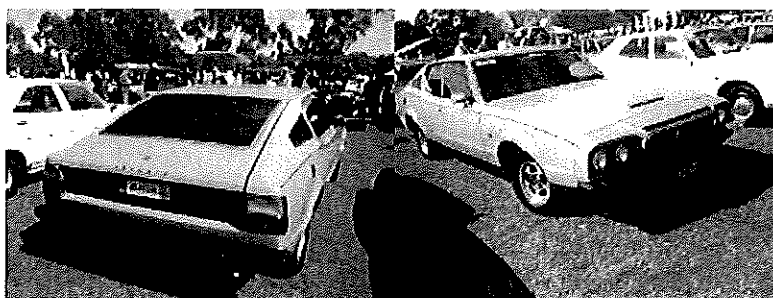
Also missed from last months mag where these two pictures taken on the mid week run to the Mountain tea house



I attended the All British day at Kings School at Parramatta on the 26th August. Great weather and a good display of cars in the wonderful grounds of the school.



Whilst there, I saw what must be one of the rarest cars in the world, and it is an Australian made P76 Force 7 coupe. Not everyone's cup of tea but defiantly a rarity. I thought it was beautiful, what a shame it never reached fruition. I went onto the web site and found some interesting data.



This is actually one of 65 cars started but only 10 finished; the remainder were stripped of most components and crushed. 8 of the 10 were sold to the public in an Auction when the factory closed.

Leyland P76 'Force 7' The Force7v Coupes - much controversy and argument had surrounded these cars. The Force7v was to be the first Australian hatchback (yes before the Holden "Torana") The "Force" coupes were to be the first truly practical large coupes in Australia with actual usable interior space and a back seat an adult could actually sit comfortably in. Rumored to have a option of a V8 motor above 5.0 litres these cars were expected to deliver true performance. Viewed by some dealers as the model to save Leyland Australia, the bankrupt Leyland England finally decided to stop development of the "Force coupes" . The "Targa Florio" sports sedan was produced in a final attempt to appease the dealers, but many saw it as not enough. Leyland Australia was well into the development of the three models that were to be the "Force coupes" with many examples being secretly tested around NSW. The "Blue Force 7v coupe" was shipped secretly to England for testing and was used in the final development of the Rover SD1 4 door hatchback. This car eventually become "Lord Stokes" personal transport before finally being sold to a private collector. The base "Force" coupe was to be offered in six and V8 form with simplified trim , then followed by the "Force 7v" considered to be comparable to the "Super" model of the P76 , with better trim and options and finally the "Tour de Force" was to be the pinnacle of the "Force" project with comparable options to the top of the line P76 Executive .Disappointingly , the pilot build program had yielded over 50 cars in various states of testing before British Leyland closed the "Force" project . After the P76 plant had closed, in a corporate decision some listed as absolute madness - British Leyland decided that the best way to maximize the value of the remaining "Force coupes" was to destroy all but 10 examples. This "interesting" decision was intended to make these cars very rare indeed and British Leyland hoped to reap great rewards for these cars at the final auction. As the "Blue Force" was already in the possession of Leyland England - it was one of the cars spared. The other 9 cars were completed to "Force 7v" trim specification using parts cannibalized from the remaining bodies which were promptly crushed under supervision of Leyland England. Initially Leyland Australia decided to keep a Orange Force7v for themselves but shortly before the final auction a change of mind resulted in Leyland Australia retaining the only "Brown" example . Finally the 8 remaining

"Force 7's" went to auction in Sydney on Tuesday September 9th 1975. British Leyland advertised the auction in the international press and at all the Australian motor shows - hoping to attract buyers with large pockets. Disappointingly for British Leyland, the cars attracted far less attention than they had hoped. Possibly this was because Leyland Australia was only a fledgling company, possibly it was British Leyland's increasingly bad reputation or even the statements that the cars would be un-registerable and be subject to a 27.5 percent sales tax , no one will ever truly know. British Leyland expected over a 1000 people, yet only 300 odd cared for a look at these exceptionally rare cars. Eventually all the cars were sold to a occasionally disinterested crowd for a average price of slightly under \$8000.00 .

The 8 Force7 v coupes sold at auction

| | | | | | |
|-------|---------------------|--------------------|-----------|-------------|----------------------------------|
| Lot 1 | Yellow / White trim | V8 4 speed manual | (00,069k) | \$10,010.00 | |
| Lot 2 | White / Black trim | V8 T-Bar Automatic | (00,037k) | \$ 8,500.00 | |
| Lot 3 | Orange / Black trim | V8 4 speed manual | (00,001k) | \$ 8,000.00 | |
| Lot 4 | Green / White trim | V8 4 speed manual | (00,451k) | \$ 7,500.00 | |
| Lot 5 | Yellow / Black trim | V8 T-Bar Automatic | (11,212k) | \$ 9,500.00 | Ex Leyland "dev" car with aircon |
| Lot 6 | Orange / Black trim | V8 4 speed manual | (00,006k) | \$ 6,250.00 | |
| Lot 7 | Green / White trim | V8 T-Bar Automatic | (00,069k) | \$ 6,500.00 | |
| Lot 8 | Orange / White trim | V8 T-Bar Automatic | (00,002k) | \$ 7,500.00 | |

All example of the "Force 7" coupes still exist today (2010), although some have met with accidents all have been restored to road going condition. The "Blue Force" is possibly the rarest having been completed first and this is the only Force painted in a metallic colour. Shipped before the stripes were made and before the tachos and "later" type "interior sill panels" arrived this car is quite individual to its other 9 companions. This coupe is the only Force fitted with a experimental version of the intended "Force" black turned metal finish dash, all the other cars were fitted with the normal P76 "Executive" type woodgrain finish. Not all the other forces have tacho's (replaced the clock) although some were available at the time. The production run of P76 tachos was not completed until after the Zetland factory closed. VDO (the manufacturer) of the tachos were ordered to destroy the bulk of them as British Leyland had no interest in taken delivery of them. Although some examples escaped the crusher ("borrowed" by VDO employees) these tachos are a very rare item indeed.

In the early 1980's a Victorian man attempted to build a Force 7v coupe. Having located most of the exterior panels for a Force , this man actually extensively modified a brown Targa Florio into a replica of a Force 7 coupe . Although he had most of the panels - he was missing the RHS front guard, nose cone, grill and tail-lights. Unable to recreate the "pillar-less" seals and window the doors were modified to become "pillared". Ford Telstar tail-lights were eventually fitted to the car with hand made nose-cone and front guard. This car has never been known to be finished or registered and passed thru a couple of owners in the '90's before its current location became lost . If you should locate this car or find out more of its history - email the club as one of the original club members sold the "builder" the nutmeg "Targa" this car was built on and have always wondered what eventually happened to it. Such attempts can highlight the desperation to own one of these coupes.

Don't forget, my contact details are 63659224 or 0428659224 and my email is cbromley111@optusnet.com.au for any information, news, interesting stories or pictures, or anything that we can add to the newsletter and all would be gratefully appreciated. Chris.



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W mynrma.com.au

In 2013, Australia will celebrate the Centenary of Canberra and I can announce that NRMA Motorring and Services will be proudly supporting a number of events to mark this momentous occasion.

Over the Canberra long weekend celebrations of 9-11 March, NRMA will be sponsoring a display of cars located by Lake Burley Griffin. Followed by the SPIN Weekend, a two day classic car event starting with a rally from Jervis Bay and a show and shine on the lawns of Old Parliament House on 19-20 October 2013.

As a consequence of our commitments in Canberra next year, we will be not be hosting NRMA Motorfest in Sydney over the Australia Day weekend in 2013.

We hope that you will be able to participate in some or all of the events we have planned in Canberra.

In addition, the NRMA Classic Car Club with the support of our very own Australian Classic Car magazine will continue to stage the one day rallies to pre-existing motoring events which have proved so popular over the past three years.

We are wishful that many of the classic car enthusiasts that attend either as a Motorfest exhibitor or spectator will join us in Canberra to celebrate the Centenary of Canberra at one of the many events in the region during 2013.

By reviewing our program of events to include both metropolitan and regional NSW and ACT, we hope to provide as many opportunities for our 2.3 million Members to participate in other NRMA sponsored events into the future.

I will communicate more details of these events with you closer to the time via our website mynrma.com.au. Many of you have also 'liked' us on the Australian Classic Car Facebook page which is also a great way to stay in touch and keep abreast of the latest news and events.

Thank you for your ongoing support, and I hope you will be able to join us in what will be a busy and exciting 2013 for motoring enthusiasts.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Brad O'Hara', written in a cursive style.

Brad O'Hara
Head of Community Engagement

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.

For Sale. 1970 Rover 3.5 V8 Automatic sedan. Good condition, on club plates (not transferable) \$5000.00. Phone David 0408896725. Cowra area.

For Sale. 1964 XM Falcon sedan, on club rego, excellent club car \$6000.00.
Contact Royce Finlay 0428267236.

For Sale. 1967 HR Holden special station wagon, ACT Rego, needs some work \$2000.00. Contact 02 62816173.

For Sale. 1949 Morris Minor Convertible (MM series) Heaps of parts go with it, Older restoration, \$8000.00. Contact Adrian on 42614557 or Joe Bullman 0415961051.

For Sale. 1953 Morris Minor two door sedan, Restored in 2008, on club rego, has CB radio, is in good condition and comes with spare parts. \$8000.00.
Contact Bill Robertson 02 46818767

For Sale. 1928 Standard Coventry, Fairly complete, missing 1x front guard, generator with dissy or magneto and a couple of gauges. 5.00 x 20 tyres. Some spares available, such as head, gear boxes, windscreen frame. The vehicle is close to Orange and pictures are available from Bob on 63613958

For Sale. 1930 Chevy 4 door hardtop sedan (Deceased estate). Registered 01/13, is in immaculate condition inside and out and has always been garaged. \$18500.00.
Contact Janelle Willmot 0429154903 or Carol 44472908 or David 0418649021.

For Sale. 1954 MGTF Roadster. In very good condition, chrome wire wheels and red leather upholstery, A beautiful machine on club rego. \$30000.00 ono
Contact Greg McGirr 0427442227

For Sale. 1961 Austin Healy Sprite Mk II. Good condition with some spares.
Registered YHS 696 01/13. \$9900.00 ono.
Contact Graham Barnes 63668709.

Wanted. Up to 1970 Ute. Must be Auto and in top mechanical and physical condition. Would also consider panel van or station wagon. Contact Leon 63621087.

Wanted. HR Holden. Must be in excellent condition. Must be ready to just drive away. Contact Michael Hall 6365 1233. Clifton Grove. (no or minimal work required)

Wanted. Front left hand mudguard for MGB. Contact Les 42564464

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