



Orange District Antique Motor Club Inc.

Restoration Rambler

August 2020



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

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 2020

PATRON	Jim Coomber	6362 6553	
PRESIDENT	*John Nicholson	6366 3992 0408 297015	nicholsonjk@bigpond.com
VICE PRESIDENT	Keith Packham	6366 8015	packham042@bigpond.com
SECRETARY	Euan Coutts	63651274	euanwil@bigpond.com
ASSISTANT SECRETARY	Anne Magill	0415213677	annemagill1@bigpond.com
TREASURER	David Toy	0408226511	treeland@bigpond.net.au
ASSISTANT TREASURER	Bob Boaden	6365 2274	robertboaden@bigpond.com
MAGAZINE EDITOR	Chris Bromley	6365 9224	cbromley111@skymesh.com.au
REGISTRATION OFFICER	Bob McNeil	63620239	Bob.mac1@hotmail.com

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.

SECRETARY'S REPORT.

Hi Everybody,

We had a great outing last Sunday 19th July to the Bathurst Rail Museum. The day was cold and clear and became warmer (but not much more) later in the Day. The Museum is impressive, even the Ladies enjoyed the venue. There were 17 Club members all with Club cars to enjoy the day.

I would like to thank all the people who phoned me with their names for the event. I cannot stress how important it is, on a Club event, for me to have names before the day to satisfy current restrictions. This way The Club can also keep track of the numbers.

I have not received much mail at all, certainly not many magazines. There have been a couple of Bank Items and the Water Rates, which have been paid with Committee approval. Outwards there has been nothing.

Andrew McDougall has forwarded on anything received by email but please let me know any information that may affect the Club or the Members and I will forward it out by email

Anne Magill has submitted a Grant Application for the cost of removing the large tree at the entrance to Clubrooms. The Grant Application has been acknowledged as being received, but no decision as yet.

The next Club event is to Dave and Larna Perry's home on 23rd August. At the moment Restrictions will still apply, **please contact the Secretary if you plan to attend.** The restrictions seem to change daily so we do hope this event will still be on. I will keep you all informed of any change that may affect us

Euan Coutts

It has been suggested that we could consider moving our regular meeting night from 3rd Monday to say a morning or afternoon. Any comments from Members via the Secretary will be welcomed.

Cheers,
Euan Coutts
Secretary
ODAMC

Orange District Antique Motor Club Inc.

Events Calendar for 2020

Most events start from Kite Street outside Cook Park at 10.15am with morning tea at Cook Park unless otherwise stated in the events description. For further information on any events please contact either Euan Coutts on 63651274. euanwil@bigpond.com Or John Streatfeild on 63684443 or 0427201985. **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.

Please note. All events except Ladies day at the clubroom, listed in this newsletter are club events and as such come under the "Casual gatherings" category of covid 19 Restrictions/Regulations that allows up to 20 people. To promote our own safety and to enable the club to meet this legal requirement and avoid a hefty fine to the club and individuals, you are required to ring Euan Coutts on 63651274 if you intend to go to any events listed so the numbers can be maintained at the legal requirement. (20).

August

Monday 10th: Ladies Day at Clubrooms.

Monday 17^h: Monthly meeting at Clubrooms. **To Be Confirmed**

Sunday 23rd: Visit to Dave Perry's property at Molong. Leave Cook Park at 10am. Bring everything you might need.

September

Monday 14th: Ladies Day at Clubrooms

Monday 21st: Monthly meeting at Clubrooms. **To Be Confirmed**

Sunday 26th: Leave Cook Park 10am for a drive to Lyndhurst. Bring everything you might need.

October

Monday 12th: Ladies Day at Clubrooms

Monday 19th Monthly meeting at Clubrooms. **To Be Confirmed**

Sunday 25th TBA.

November

Monday 9th: Ladies Day at Clubrooms

Monday 16st: Monthly meeting at Clubrooms. **To Be Confirmed.**

Sunday 22nd TBA

December

Monday 14th Ladies day at the club room.

Monday 21st Monthly meeting at Clubrooms. **To Be Confirmed.**

Non club events coming up

SUPPER ROSTER

Supper has been permanently cancelled

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
EDITORS RAMBLE.

Welcome to the August 2020 edition of the ODAMC newsletter. The Covid 19 pandemic continues to plague us with restrictions and limitations, changing almost on a daily basis. Having said that, we have been able to recommence a few events since last month's edition and these are listed on the Events page.

Please note. All events except Ladies day at the clubroom, listed in this newsletter are club events and as such come under the "Casual gatherings" category of covid 19 Restrictions/Regulations that allows up to 20 people. To promote our own safety and to enable the club to meet this legal requirement and avoid a hefty fine to the club and individuals, you are required to ring Euan Coutts on 63651274 if you intend to go to any events listed so the numbers can be maintained at the legal requirement. (20). Also, due to the high risk factor involved, Supper, after meetings, has been cancelled.

We were able to have a run to Mt Panorama and the Bathurst train museum on Sunday 19th July. It was really good to catch up with fellow club members and take the cars out for a drive. A few of us did the Mount panorama lap before proceeding on to the train Museum. A really good day was had by all. I managed to take some pictures on the day and have included these on the out and about page. The last picture was taken of Wilga & Euan Coutts 1924 Vauxhall in the Toys daffodil driveway prior to the outing.

The next planned event will be a run to Dave Perry's on 23rd August. Dave and Larna have kindly agreed to have The Club at their home "Willawong " 1043 Mitchell Highway for morning tea and lunch. Meet at Cook Park at 10am. Bring your own food and drink. It is unwise to share. Again, as it is a Club run, and restricted to a gathering of 20 people it is necessary to contact the Secretary if you intend to go.

This month's edition includes an important notice regarding the CHMC AGM and the 50th Anniversary weekend. Sent in by Kathy Booby, Secretary CHMC.

Allan sent in a great article on his 1946 Packard and a detailed report on the two stage engine rebuild. Very interesting reading and a stunning looking car. There is also some new for sale and wanted ads so please have a look at them.

Euan submitted a secretary's report that is on page two. He has also been very active in trying to get the club up and running again in a safe and legal manner. I have included some of his emails so people who don't receive the newsletter electronically will be kept up to date.

#1. Hi Members,

You will recall that Dubbo Club is to host the autumn (pre'31) tour at the postponed date of September this year. Because of the worsening Covid-19 situation they have now approached our Club requesting if we would be willing to stand aside from our commitment to host the event next year, thus enabling them to again postpone the Event in Dubbo until May 2021.

The Committee feels that under the circumstances this is a fair and reasonable approach from our friends in Dubbo, as they have put a lot of work into arranging the Event and we have agreed to their request.

We will keep you all informed as soon as we hear further

Cheers,

Euan Coutts

Secretary

ODAMC

#2. Hi Members,

The latest on the Covid-19 restrictions is that any Club event or meeting is covered by the "Casual Gathering" provisions. This restricts any event to maximum of 20 people at a venue, either indoor or outdoor, still observing the social distancing of 1.5m between persons or 4m² per person indoors. This means we are restricted in the Clubrooms to : 16 people in the main hall, 4 in the Kitchen and 7 in the outdoor area. We feel it is not practicable to conduct Club Meetings, and although we have listed them in the Events Page in the next magazine, If the restrictions are eased we will confirm a meeting.

Cheers,

Euan Coutts

Secretary

ODAMC.

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.

Out and about.

It was good to catch up with a few club members on the Mount Panorama run on Sunday 19th June.





The last picture shows Wilga & Euan Coutts 1924 Vauxhall in Toys daffodil driveway prior to the outing to Bathurst Train Museum on Sunday 19th July. Picture of the Vauxhall in the driveway.

Postponement Notice CHMC 2020 AGM & Cancellation of 50th Anniversary Weekend

- **CHMC 2020 AGM has been postponed to Friday April 9th 2021** in Temora
- **CHMC 50th Anniversary event 24-25th October** has regrettably been **cancelled**
- CHMC will be running online workshops to update club officials and members on specific topics that would have been covered at the 2020 AGM
- CHMC's Committee continues to actively address all issues or concerns raised by or affecting clubs and members, especially with RMS/T/NSW, and maintains its regular contact with Affiliated Clubs on these matters.

Council's Committee has made the difficult decision to postpone the 2020 AGM and cancel the Anniversary Weekend event. This was taken after careful consideration, and in consultation with the venue which advised that social distancing precautions currently restrict numbers in their conference and dining facilities to well below Council's expected attendance, and will remain so for quite a long time. Council has attempted to find a suitable alternative venue, but has been unable to do so.

This decision was not taken lightly. We considered our community's concerns regarding Covid, travel and other circumstances, and were mindful of our responsibility for the health and safety of our Delegates, members and their families, our guests, hosts and their staff. The uncertainty posed by the ever-changing Covid environment causing re-evaluations at all levels of government and society, also influenced our assessment.

The guests, businesses and hosts we engaged for the weekend appreciate and support that this decision needed to be taken now, so that in fairness they could make other arrangements. Council will refund all monies paid for the Anniversary Dinner and advises those with accommodation bookings to cancel directly with the relevant motels, etc. should they not wish to proceed and have a holiday in the Hunter.

AGM In light of the situation your Committee has resolved that:

- The next General Meeting of the CHMC, being an Annual General Meeting, be held on 10th April 2021 at Temora;
- All Committee members terms of office be extended to 10th April 2021 or present expiry date, whichever is the later.

Fair Trading NSW information regarding Covid 19 (8 July 2020): In the current COVID-19 circumstances, associations no longer have to apply for extensions of time to hold their 2020 annual general meetings or submit annual summaries of financial affairs. Associations may conduct their AGM when restrictions are lifted or present 2020 financial information to members at the 2021 AGM.

Information sessions and workshops While we are currently restricted from holding our face-to-face Information Sessions, Council will be scheduling online live video chat events for club committees and interested members and these will focus on specific relevant topics. Details to follow on dates, topics and event registration.

Though our 50th Anniversary celebrations will not be as planned, we all know that Council has over a half-century admirably represented the interests of the historic car clubs of NSW. At your club please do take a moment to acknowledge and applaud the *first* 50 years of your Council's many successes, wonderful rallies and its endeavours to promote the vehicles that were integral to Australian automotive and transport history.

Till we all meet again thank you for your patience and understanding as we change course to meet a situation that is beyond our control. We look forward to seeing many of you at Temora in 2021 for the CHMC AGM and Annual Rally!

The CHMC Committee, July 10th 2020

1946 PACKARD CLIPPER 8-CYLINDER ENGINE REBUILD – ALLAN BUCKLEY

Over morning tea in the kitchen of Tony Walker, Packard Automobile club Australia (PACA) Technical Officer, one day in May 1993 I broached the subject of undertaking an engine rebuild for my 1946 Packard, which I had bought from Ken Gilbert in March 1986. It was not to rebuild the 6-cylinder engine but to rebuild the 8-cylinder engine sourced from one of my parts cars engine, model 2101, and fit that to the Ken Gilbert car.

Tony's initial response was that the 1946 Clipper 6 (2100 model) and 8 (2101 model) were the only Packards to come out of the factory that looked identical. There were technically some differences. He then produced Packard workshop and parts manuals, which we poured over for the next hour or so, and discussed the implications of doing what I proposed. Tony did not think that I needed to consider the technical differences: for example, the differential ratio of a 2100 driven by an 8-cylinder engine would in fact give a quicker take-off.

We both decided that it would make for a rather interesting project.

Tony suggested the 6-cylinder engine would be an ideal replacement for another car that he knew badly needed an engine – a black 1941 Packard Coupe. The owner was contacted and the 6-cylinder engine sold.

Tony's unexpected death on 1 June 1993 prompted me to reassemble this partly-dismantled 6-cylinder engine so that my vehicle could be used as part of his funeral cortege.

My 1946 Clipper was to be laid up for the next four years: June 1993 until March 1997 when the rebuilt 8-cylinder engine was started for the first time in the car.

I drove the Packard up from Sydney when we relocated to the Central West of New South Wales in November 2002. My loyalties were switched to a 1958 Jaguar XK150 Drophead Coupe with a 4.2 E-type engine, so the Packard was relegated to the garage and started and run monthly on the premises.

The Jaguar was recently sold, so I decided that the Packard was the next to go. The 1960 1600 MGA Roadster will be next, unless I decide to restore and retain it. Ultimately I plan to make the transition from classic cars to an electric vehicle.

After putting the Packard on full registration for a family wedding in September 2012 I noticed unacceptable noises coming from the timing case area. This proved to be a stretched timing chain. I sourced a replacement timing chain and gear set from a different US supplier and fitted it to the car. Restarting the engine indicated a problem in the valve area. Removal of the head and valve system revealed one stuck exhaust valve and one broken valve spring. The broken valve spring and another were sent off to a spring manufacturing company in the UK. Their laboratory tested them, revealing unsuitability due to inferior quality material. A replacement set of springs was sourced from a different US supplier.

I sent sample exhaust and inlet valves to G&S Valves Ltd, a valve manufacturing company in the UK. They showed signs of pitting/hammering to their faces after only less than 10,000 miles; this was as a result of operating against stellite valve seat inserts, which showed no signs of wear. I had a set of exhaust and inlet valves (with spares) made incorporating stellite stems and hardened faces (cobalt-based deposit).

To get the engine up and running to the condition it is today has involved the expertise of many people and companies: a number of engineering workshops; a specialist toolmaker/fitter and machinist; four former PACA member mechanics and auto electrician from the greater Sydney area; a piston manufacturing company in Melbourne; a valve manufacturing company in the UK; parts suppliers in the USA; a horn manufacturing company in Italy; suppliers of tyres, various fasteners and other items sourced from around Australia.

A detailed record of the two-stage engine rebuild appears as a separate article.

1946 PACKARD CLIPPER ENGINE REBUILD STAGE ONE JUNE 1993 – MARCH 1997

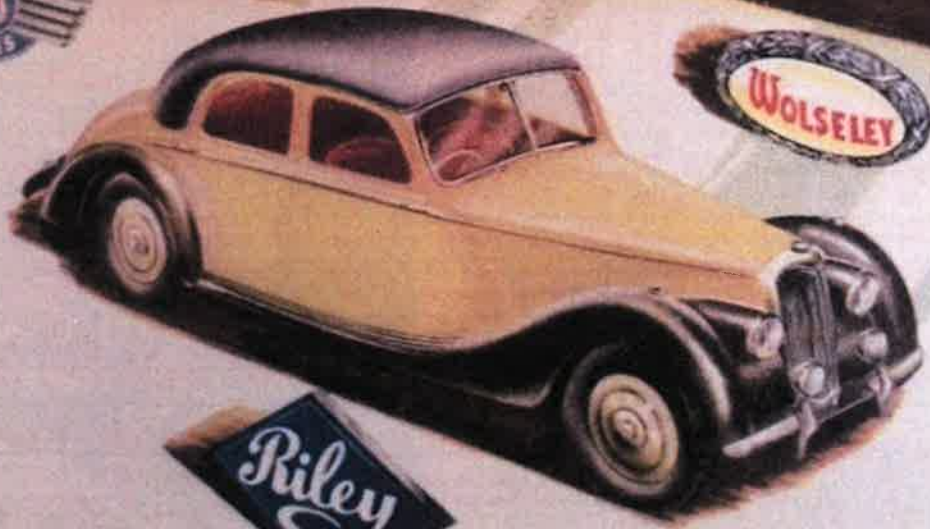
Bare block and head	chemically stripped and crack tested, revealing a serious problem with the block which was later scrapped
Second block	(factory stamped 23.1.47) sourced from Ken Townsend PACA member; chemically stripped and crack tested; machined; 8 new sleeves inserted; two-stage pressure tested
Block/porosity sealing	after all the machining operations (except the boring and honing of the new sleeves) the block was taken to the Loctite factory in Caringbah for immersion to ensure porosity sealing of the cast iron. This necessitated tapping out and clearing every thread and oil galley of the bare block to clear out excess Loctite build-up before reassembly
Block/tunnel boring	engine block line bored and main bearing caps built up by Les Parry Peakhurst NSW
Various components	Machining done by GM Kelly Parramatta various components crack tested; block and head surface machined; tappets and screw faced; block manifold faced; flywheel faced and balanced; crankshaft ground and balanced; connecting rods ground, aligned and balanced; 8 new sleeves fitted, bored and honed to 3.250 inch; gudgeons pinfitted; new camshaft bearings inserted; valve guides machined and 16 new K liners fitted; valve seats machined and 16 stellite inserts fitted
Camshaft	profile ground by Watson Racing Cams Peakhurst – valve/tappet settings are therefore non-standard; inlet clearance is now .010 inch; exhaust clearance is now .012 inch. This modification was thanks to Kevin Shepherd a PACA member and mechanic who ran the same camshaft profile in his 1937 120 Sports Coupe.
Pistons	Repcos alloy-steel strut 40/1000-inch oversize were cam'ground back to standard 3.250 inch; new circlips bought; new piston pins (plain bore) bought and machined; new piston ring set bought (TSS-8 (Total Seal Piston Rings Total Seal Inc) all machining and supplies from Australian Precision Engineering Parts PL Victoria
Piston pin bushes	16 bought from International Harvester Lidcome NSW
Manifold studs	3 new stepped studs were manufactured by Crawford Hall (CH) toolmaker, fitter & machinist, Asquith NSW to replace broken ones
Oil pump	Overhauled with new gears fitted by CH
Water pump	Overhauled with new shaft/bearing (CH)
Thermostat	Original mild steel housing body replaced with an earlier Packard cast iron housing body; machined; bronze spacer machined and fitted to house a Canadian thermostat (CH)
Clutch	Cover assembly overhauled; new spigot bearing bought; clutch plate relined by Hills Clutch & Brake Service, Granville NSW; new throw-out bearing bought from USA
Starter motor generator distributor	Overhauled by Ken Gilbert Tibby Rose Auto Electrical Top Ryde NSW
Ignition coil	New coil bought from Ken Gilbert
Fuel tank	Cleaned, inspected, pressure tested by Hornsby Radiators Hornsby NSW (HR)

Radiator core	New heavy-duty core bought and fitted to cradle by HR in 1991
Manifold	Surface ground by Phelp Engine Reconditioning Thornleigh NSW
Water pipe	Sectional stainless steel pipe fabricated and polished to replace original rusted mild steel Liverpool Exhausts NSW
Head & manifold gaskets	Fabricated from US samples (head used was McCord); copper sheet faces to all gaskets by Swanson Gaskets Asquith NSW
Fasteners	Renewed all high-tension nuts & bolts including NPT oil galley plugs – Lee Bros Engineering North Parramatta and Mason-Ammson Artarmon NSW 16 connecting rod nuts, 20 brass manifold nuts, 6 flywheel bolts bought as superior to standard fasteners from Jaguar suppliers
Air filter	Fitted modern Uniflow oiled-foam filter
1946 PACKARD CLIPPER ENGINE REBUILD STAGE TWO	
Timing chain	In 2012 bought and fitted new timing chain and gear set, timing cover seal with retainer, timing cover gasket set from Max Merritt Auto USA (MM)
Battery	In 2018 rebuilt 6-volt 19 plate heavy-duty battery through Ariel Batteries PL Melbourne Vic
Horn	Bought and fitted new FISA Epoque 6-volt horn from FISA Italia
Snubber	Rebuilt engine to transmission snubber (front & rear sections); exchange parts from MMT
Head studs	Bought and fitted new set of head studs, head nut and washer set in chrome (MM)
Pinion oil seal	Bought & fitted new seal (MM)
Valve springs	Bought 16 new valve springs (with spares) (MM)
Tyres	Bought and fitted new set of Coker Classic H78-15 3-inch whitewall tyres from Antique Tyres Melbourne
High tension leads	Bought new fittings and braided cable for me to make up leads and fitted these to car – Vintage Wiring Harness, Melbourne
Engine valves	Full set (with spares) of inlet and exhaust valves manufactured by G&S Valves UK. Valves were lapped and blued to their stellite seats.
Fuel cat	New old stock fuel cat fitted to fuel line forward of carburetor
Front motor mount	In 2019 bought and fitted new two-piece set (MM)
Water pump assembly	Bought and fitted complete rebuilt unit (MM)
Radiator	Heavy-duty radiator was chemically cleaned, flushed, pressure tested – Woods Radiator Service Orange NSW



**NUFFIELD
PRODUCTS**

**MAINTAINING THEIR LEADERSHIP
ALL OVER THE WORLD-**



**NUFFIELD PRODUCTS ARE SOLD AND SERVICED BY
NUFFIELD DISTRIBUTORS AND DEALERS THROUGHOUT AUSTRALIA**

- MORRIS MINOR • MORRIS OXFORD • MORRIS SIX • WOLSELEY SIX EIGHTY • WOLSELEY FOUR FIFTY
- RILEY 1 1/2 LITRE • RILEY 2 LITRE • M.G. MIDGET • M.G. 1 1/2 LITRE • MORRIS COMMERCIAL (TRUCKS) 10 cwt. to 5 tons • MORRIS LIGHT COMMERCIALS 5 cwt. • 10 cwt.
- 20/31 PASSENGER CHASSIS • MARINE AND INDUSTRIAL ENGINES
- THE NUFFIELD UNIVERSAL TRACTOR



Look for the Authorising Nuffield Dealer Sign—your guarantee of specialised attention in all phases of Sales and Service of Nuffield Products.

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.

(8) FOR SALE. 1946 RHD Packard Clipper model 2100 three-speed with overdrive. Fitted with a 1946 Clipper 2101 8-cylinder engine. See colour photograph on inside rear cover. As the car is driven using the NSW Historic Vehicle Log Book scheme the registration is non-transferable. \$17500. Contact Allan Buckley. Email <breacan@bigpond.com>

Phone 02 6365 5397 (ODAMC Club Member)



(8) WANTED A pair of luggage rack adapters to suit a 1929 Ford or (with spare tyre on the back).
Contact: Barry Rose mob 0409490223 email town-sedan@iinet.net.au or contact Rob Taylor
Secretary/Editor Model A Ford Club NSW M 0434 314 198

(5) WANTED Bill Sherwood has a 1928 Right Front mudguard with a wheel well built in and would like to purchase/swap/trade for one without a wheel well.
Bill can be contacted on 0407-253-704

(5) WANTED Dave Slater has a 1934 Right Front mudguard with a wheel well built in and would like to purchase/swap/trade for one without a wheel well.
Dave can be contacted on 0412-59-3535.

(6) FOR SALE. Probably from a Ford T, Pair of side lights. Asking \$200.
Contact; Laurie Garrod
Email: lgarrod@bigpond.net.au
Phone: 0299585368



FOR SALE OR WANTED. Got something to Sell, swap or give away or do you want to buy something. Put your Add here for three months, FREE. Let me know if you have sold your car so I can delete the Add.