



Orange District Antique Motor Club Inc.

Restoration Rambler

September 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.

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).

Please note the change in date for the run to Dave's place due to feral weather last weekend.

August

Sunday30th Visit to Dave Perry's property at Molong. Leave Cook Park at 10am. Bring everything you might need.

September

Monday14th: Ladies Day at Clubrooms

Monday21st: Monthly meeting at Clubrooms. **To Be Confirmed**

Sunday26th: Leave Cook Park 10am for a drive to Lyndhurst. Bring everything you might need.

October

Monday12th: Ladies Day at Clubrooms

Monday19th Monthly meeting at Clubrooms. **To Be Confirmed**

Sunday 25th TBA.

November

Monday9th: Ladies Day at Clubrooms

Monday16st: Monthly meeting at Clubrooms. **To Be Confirmed.**

Sunday22nd TBA

December

Monday 14th Ladies day at the club room.

Monday21st 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

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.

President/ Secretary report.

Hi Members,

In view of the weather the run to Dave Perry's has been postponed from tomorrow to the following Sunday 30th August. Same format- meet at Cook Park 10am arrive at Dave and Lana's for morning tea and Lunch. Bring everything to eliminate sharing.

There are already 16 starters who have advised me of attendance. If there are any additional members who would like to go it is **essential that you notify the Secretary**. We are restricted to 20 people.

Hope the weather improves for next Sunday,

Cheers,

Euan Coutts,

Secretary.

ODAMC

Hi Members,

Attached is the latest Dinkum Oil -hope you enjoy. The item of interest for us older members is the changes to Fitness to Drive assessments.

Cheers,

Euan Coutts

Secretary

ODAMC

ORANGE DISTRICT ANTIQUE MOTOR CLUB INC
EDITORS RAMBLE.

Welcome to the September 2020 edition of the ODAMC newsletter. The Covid 19 pandemic continues to plague us with restrictions and limitations.

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).

The run that was planned for the 23rd out to Dave Perry's place had to be rescheduled due to the terrible weather. See Euan's email in the report section. Euan also sent in the latest Dinkum Oil.

This month's out and about section includes an article and picture sent in from Ann regarding the ladies' day at the clubroom. Thank you, Ann. Some pictures taken of my cars being taken out of the shed and given a drive and wash after the awful weather we have been having plus some pictures of my mates Austin which I thought where relevant as we have an article on Austin's.

A cancellation notification of the Parkes swap meet.

A very interesting article that I read on Austin's that where manufactured in Japan that I read, and borrowed from the Klaxon newsletter. Story: Elwyn Jordan. Photos: Online Sources

(Information sourced from "earlydatsun.com" and Retro Autos March 2020)

I have included an article and some pictures of the newest car to enter the ODAMC ranks It is a 1990 ford capri. Australian designed and built. 560000 where exported to the USA under the mercury capri badge. I Have included some data along with some costings for each model. Big export from 1989 -1994, We should be proud of these little gems



As there are no club events planned in the near future, members are encouraged to use their cars for outings or arrange outings of up to 10 members. These will not be formal Club events and those with concessional registration will need to fill in their logbooks.

Kevin Penson bought the two lights that where advertised in last month's newsletter and he was very happy with his purchase. I think these must have been a very rare item and hard to get hold of if you are looking for something like this. Good on you Kev.

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.



THE DINKUM OIL

A drop from the Council of Heritage Motor Clubs to keep you going

FITNESS to DRIVE

Transport for NSW intends that *Fitness to Drive* assessments will be “paperless” by 2021. TfNSW has improved this assessment process so that all GPs, specialists, occupational therapists and optometrists can now submit NSW Fitness to Drive assessment forms for their patients *online*.

- From now, those who need medical assessments for Drivers Licence renewal may take advantage of “online” submission of Medical reports.
- *Fitness to Drive* requests will still be mailed to those who require assessments by TfNSW.
- When the required eyesight examination is carried out, a request may be made for the Optometrist to email the report direct to the Doctor who will be providing the Medical Assessment.
- When the Doctor has completed the *Fitness to Drive* assessment (which in some instances may be by ‘phone), a request may be made for the examination report to be lodged with TfNSW on line.
- When the form is completed online, it is instantly sent to TfNSW, saving a trip to a Service NSW Centre to hand in the paper form.
- The Doctor will get an instant response confirming the assessment has been received and a copy of the completed form will be stored for future reference.
- When additional assessments are required (by specialist etc), these may be processed in a similar manner.

OLD PHOTO RECORDS

CHMC is proceeding with some of the activities associated with the Golden Anniversary celebration. One such activity is the compilation of a photographic record of activities.

- Photographs and footage of the vehicles, members and events are important to celebrating and documenting our Council’s history.
- Whilst we have plenty of photographs and some video film from the last few years we are lacking such material from before 2010
- Have you photos or films from past CHMC Rallies?
- If you have any photographs or film that you would like to share please contact Council’s Webmaster Webmaster@heritagemotoringcouncil.org.au or the CHMC Secretary, phone 0418 235 797.

For further information contact:

Peter Wright (RMS Liaison) phone 0417 250 798 regarding *Fitness to Drive*, or
Jenny Fawbert (CHMC Webmaster) phone 0417 203 384 regarding old photographic records



More information about this, and other items of interest, can be found on Council’s website:

www.heritagemotoringcouncil.org.au

Out and about.

Ladies Day at the Club House

With the current restrictions on gatherings the ladies who have attended the recent Ladies Days at the club house have followed all the requirements.

Numbers have been small but the group has been enthusiastic with both their various crafts and discussions on world and local events.

Some of the ladies have not been in the best of health and our thoughts are with you. Get well soon girls.



There hasn't been any outing so I thought I would take some pictures of my toys. Brought out for a quick drive and a wash. After all the rain we have had and I took some pictures of my mates Austin as we have an article on Austin's this month.

#1+2 = The AMC and the Capri. Both club registered cars. some more of the toys, Mercedes CLK and the Transit campervan

#3+4 = 1980. Suzuki Stockman and my mates Austin with a Standard 10 in the background.

#5+6 = more of the Austin. Its unfortunately not a cabriolet, it is a chopped four door sedan.



#1+2



#3+4



5+6



The Australian Ford Capri 1989-1994

Price list when released in 1989

	When Released	Model	New Price
SA Capri	October 1989	Capri 2D Convertible	\$24243 aud
SA Capri	October 1989	Capri Turbo 2D Convertible	\$27407 aud
SA Capri, Series II	October 1990	Capri 2D Convertible	\$27314 aud
SA Capri, Series II	October 1990	Capri Turbo 2D Convertible	\$29396 aud
SC Capri	April 1992	Capri XR2 2D Convertible	\$25921 aud
SC Capri	April 1992	Capri XR2 Turbo 2D Convertible	\$27438 aud
SC Capri	July 1992	Capri Clubsprint Turbo 2D	\$31550 aud
SC Capri	November 1992	Convertible	\$24103 aud
SE Capri	August 1993	Capri Barchetta 2D Convertible	\$25787 aud
SE Capri	August 1993	Capri Barchetta 2D Convertible	\$28591 aud
SE Capri	August 1993	Capri XR2 2D Convertible	\$29191 aud
SE Capri	August 1993	Capri XR2 Turbo 2D Convertible	\$31610 aud
SE Capri	August 1993	Capri Clubsprint 2D Convertible	\$33865 aud
		Capri Clubsprint Turbo 2D Convertible	
Option	As at 1990 Prices	Hardtop	\$1900 aud
Option	As at 1990 Prices	Air Conditioning	\$1550 aud

The following article extracts are from both the Ford Capri car club web page and "cars guide, used car review".

MODEL WATCH

The Capri combined sexy Italian design, reliable Japanese powertrains and down-home Aussie engineering in a convertible package conceived to conquer the US.

More a convertible cruiser than a sports car the Capri was a budget priced soft top that brought wind in the hair motoring within the reach of everyday motorists.

The two-plus-two design with its occasional rear seats meant it was possible to carry friends or kids; it had a clever folding roof, and safe front-wheel drive.

Initially power was from a fuel-injected 1.6-litre single overhead cam four producing a modest 62 kW at 5000 rpm, but this was replaced by a punchier 1.6-litre double overhead cam engine with the Series II in 1990.

The twin cam engine produced 77 kW at 6000 rpm, but for more zip Ford also offered a turbo version that boasted 100 kW at 5000 rpm.

A five-speed manual trans was the standard choice, with a three-speed auto as a softer option. A four-speed auto replaced the three-speed in 1990.

The SC model replaced the original SA in 1992 and this brought a greater model choice with the Barchetta, XR2, and the Tickford-tweaked Clubsprint with pearl black paint, turbo engine, sports body kit, and restyled front and rear.

The 1993 SE was the last of the line. The Barchetta had power steering, power windows and mirrors, cruise, and four-speaker radio/cassette; the XR2 added alloys, rear spoiler, driving lights, central locking and upgraded sound; the XR2 Turbo had manual trans only, turbo engine and sports suspension; the Clubsprint was available with turbo and non-turbo engine, body kit, driving lights, five-spoke alloys, leather trim and Momo steering wheel.

Written by Robert Boon

Category: [Articles](#)

Published: 26 May 2010

Approval and funding was given in 1984 to develop a small front wheel drive, two seat roadster. All Capris were convertibles with and optional removable steel hardtop. The cars were manufactured from 1989 to 1994 in the Melbourne Australia, Broadmeadows assembly plant and marketed primarily in Australia and the United States. The Capri was conceived as a practical four - seat convertible alternative to an entry level small hatch or sedan, never as "A Classic Sports Car". It achieved all that and more while offering new levels of rustproofing, safety and parking protection required for the US market. To this day the Capri carries the stigma of a lemon thanks to a small section of ignorant but highly influential non-motoring media, and nothing could be further from the truth. On the contrary the Capri won a major U.S Sports Car Award two years in a row and outsold the Mazda MX5 for 9 months in the U.S, The Mazda's biggest market. It also outsold the Mustang Convertible in it's best year and lemons don't do that, especially in the U.S. For the first time ever, **FORD AUSTRALIA** was on the World Stage Co-coordinating some of the biggest names. A total of 66,279 Capri Convertibles were built by **Ford Australia**. Of these 55,932 were left hand drive units built for the U.S market, with the remaining 10,347 Capris, being right hand drive models. Of these 9,787 were sold to the Australian market, 440 were exported to New Zealand and 120 were exported to Singapore, Hong Kong and Thailand.

Production ceased on all models of the Capri in mid 1994 and was replaced by the fully imported US built Probe.....

JAPANESE AUSTINS

Story: Elwyn Jordan. Photos: Online Sources
(Information sourced from “earlydatsun.com” and Retro Autos March 2020)

After the 2nd World War Japan’s automotive industry was dedicated to building trucks: trucks were needed to help rebuild after the bombing. But as the 1950s rolled around, their attention had turned back to producing cars. One of the main players was Nissan. Nissan had funds to build cars, but did not have the resources necessary to design new cars. (Their existing designs were all pre-war and very out-dated). So Nissan looked for

another manufacturer to partner up with.

Initially they considered Volkswagen, but having both “enemy countries” doing

business together probably would’ve turned a lot of buyers away, so they looked elsewhere. The solution was found with Austin. While they had been enemies during the war, partnering with Austin made a lot of sense. Japanese preferences in cars were similar to British; and being right-hand-drive simplified the engineering. (*Contrary to popular belief, Japan is right-hand-drive*). And Austin had already been selling cars in Japan. The Nissan-built cars would carry the “Austin” name.

An agreement was signed on the 4th of December 1952 for Nissan to build Austin’s under licence for the next seven years. Nissan would import the cars in CKD form and put them together in their factory. By April of the following year they were producing the first Japanese-built Austin’s, which were the A40 Somerset.

What was in it for Austin? Well, they got much-needed export credits, and of course they got royalties on each car built. The only stipulation was that the cars were to be sold in Japan only, not exported. Although they didn’t expect Japan would ever amount to anything much as a world car maker.

The deal allowed Nissan to build the Austin’s with Japanese made parts, which would gradually increase until, a few years later, the cars were 100% Japanese content.

An even better part of the deal for Nissan was that they were allowed to use the engine designs in their own vehicles. Thus it

was that Japanese built versions of the BMC B-Series engine were to be found in other cars and small trucks. Nissan engineers made a few improvements to the design, and were still using the same basic engine design well into the 1960s in cars like the Datsun Bluebird, and in some light commercial vehicles until the 1980s.

In December 1954 Nissan started assembling the Austin A50 Cambridge. It was with the A50 that they began manufacturing their own parts for the car. Each new component had to be tested by Austin engineers. Within three years the car was being completely made with Japanese parts. Austin’s engineers had reported that the Nissan



built cars were of the same quality as the English built versions, but by 1957 they were reporting that the cars were of superior quality to their British counterparts.

The Austin A50 even found its way into the Japanese Royal Family, with Prince Takamatsu driving one. The car pictured on the left is the actual car that he drove. It is now kept in the Nissan Heritage Museum.

When the agreement ended, in December 1959, the Austin A50 was replaced by a completely new car designed by Nissan, the Nissan Cedric. In

total nearly 22,000 Austins were built in Japan by Nissan.

Nissan was not the only Japanese car company to produce European cars under

their own name. Isuzu constructed various versions of the Hillman Minx under licence from 1953 until 1963 when Isuzu released its Bellett. Hino contracted with Renault to build the rear-engined 4CV from 1953 to 1961, after which they released their own design, the Contessa.

The Japanese have always been great copiers, and even after they stopped building these British and European cars, they continued to gain inspiration from their former partners' designs. As an example, look at the first Honda Civic: the design cues from the British Mini are very evident.

It is perhaps ironic, looking back at this now, to see how the Japanese automotive industry has grown from those days of assembling British designs to almost world domination: meanwhile the British car industry has floundered.

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<breaican@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

(9) WANTED to Buy - 1930 / or 1931 5 Window Coupe of Tudor.
I am a former member of the Model A Ford Club of NSW and am wishing to re-enter the Model A scene. As such I'm on the lookout to purchase either a 1930 or 1931 5 Window Coupe or Tudor. I'd appreciate if you may be able to include this as a Wanted in the next issue of the magazine/flyer.

(9) FOR SALE Club president Bill Hopkins has asked me to advertise the trunk photographed below for sale. It is in good condition, lockable, and of vinyl covered wood construction, internally lined with carpet. Dimensions are approx. 1metre wide by 0.5metre high by 0.5 metre deep. Asking price is \$250 or nearest offer. If interested, please contact Bill directly as follows:02 62974612 (H)
0439786210(M)Email: billhopkins@homemail.com.au

Regards,
Jean McDonald,
Secretary Model A Restorers Club(Aust)



(9) FOR SALE.
10 shock absorbers,12 linkages
3 small linkages
6 dog bone linkages
* Parts to suit Restorer
* Price: \$600 the lot (pickup only)
Craig Finney 043.888.1417

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.