



Orange District Antique Motor Club Inc.

Restoration Rambler

October 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.

President/ Secretary reports.

Hi Members,

A couple of events for you all

1. Ladies Day 14th September

Ladies Day will be held on next Monday 14th September, from 10am. Please bring all you require to avoid sharing. Covid 19 restrictions will apply.

2. Run to the Amusu theatre at Manildra.

Kevin Penson advised me that in conjunction with Parkes Club and the Electric Car Club of Dubbo there will be a screening of the film Ford Vs Ferrari, on Sunday 25th October. Screening Time will be 1.30pm

The Theatre is restricted to 60 audience and as there will be only a few participants from the other two Clubs, it seemed an ideal opportunity for a run to an interesting venue. Should be a good day out as a Club Run.

If you wish to attend, to meet the current requirements it will be necessary to:

1. Book tickets with the Theatre on 0418 452902, speak to Joan **AND**
2. Contact Club Secretary on 63651274. With the names of people going.
3. Please take everything you require to avoid sharing. Covid 19 restrictions will apply.

Hi Members,

I Picked up the mail today which contained a thank you card from the Mckenzie Family and an Elgas bill for \$35.20 which I will pass to our Treasurer. There was nothing else of particular interest apart from other Clubs' magazines.

I now have a fair collection of these magazines and if any member would like any particular copy please contact me.

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 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).

October

Monday 12th: Ladies Day at Clubrooms

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

Sunday 25th Run to the Amusu theatre at Manildra.

Kevin Penson advised us that in conjunction with Parkes Club and the Electric Car Club of Dubbo there will be a screening of the film Ford Vs Ferrari, on Sunday 25th October. Screening Time will be 1.30pm

The Theatre is restricted to 60 audience and as there will be only a few participants from the other two Clubs, it seemed an ideal opportunity for a run to an interesting venue. Should be a good day out as a Club Run.

If you wish to attend, to meet the current requirements it will be necessary to:

1. Book tickets with the Theatre on 0418 452902, speak to Joan **AND**
2. Contact Club Secretary on 63651274. With the names of people going.
3. Please take everything you require to avoid sharing. Covid 19 restrictions will apply.

November

Monday 9th: Ladies Day at Clubrooms

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

Sunday 22nd TBA

Sunday 29th Annual inspection day at the club house. Please read the attached flyer re this event

December

Monday 14th Ladies day at the club room.

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

January 2021

Monday 11th, Ladies Day at Clubrooms.

Monday 18th: 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 October 2020 edition of the ODAMC newsletter. The Covid 19 pandemic continues to plague us with restrictions and limitations. Its that time of year again when we have to start thinking about our annual registration day. Bob has requested that all members remember that Sunday 29th November from 8.30am, is the annual registration and inspection day at the club house. A flyer has been placed in this newsletter to remind all members of the requirements for club registration and management strategies to comply with covid 19 restrictions. If all club members adhere to these requirements all should go smoothly without any awkward moments. Euan sent in a couple of emails regarding club runs and a short note about secretary business. These have been put in the secretary/ president's page.

Bruce pointed out that the ladies day, as it is in the newsletter, is also a club run and therefore comes under the same rules as any other club event. The wording for club events has been changed to reflect this. Thank you, Bruce, for that observation.

Euan sent in a great article and some pictures regarding his SCAT.

As you may all remember, During the recent lock down, the club's Secretary, Euan, created a research quiz for members to participate in. The quiz was to get members researching on the internet to find the answers. The successful member was Charles Stammers and his picture with the reward for his efforts is on the OUT and ABOUT page. Congratulations Charles. Also, on this page is an article and some pictures Anne sent in from the monthly ladies craft day at the club house held on Monday 14th September.

Euan also circulated an email regarding the run held on the 30th to Dave and Larna's. it sounds like it was a great day out. I was registered to attend this run but unfortunately had a slight mishap with my lawn mower the day before so had to withdraw.

Hi Members,

After the appalling weather on the 23rd August forced the postponement of the run to 30th August the event was held in almost perfect weather. Dave and Larna were very welcoming and Dave gave us a very interesting tour of his cars and jobs in progress. I can only admire his energy and knowledge. The day went very well and I am sure everybody enjoyed the day out with their cars.

The Events Committee are working on some future outings but in the current difficult conditions we are limited as to venues and numbers of participants.

I would like to thank all the participants for notifying the Secretary in advance of their intentions to attend and for observing the Covid 19 restrictions.

Cheers,

Euan Coutts

Secretary

ODAMC"

The car shown in last month's newsletter, the little Ford Capri, has since been sold and is now living in Lithgow and belongs to a member of the Lithgow vintage car club.

As there are limited 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.

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.

Annual Inspection Day

The Annual Club Inspection Day will be held on Sunday 29th November 2020 at the Car Club Building starting from 8.30am.

Vehicles on conditional registration with the ODAMC with a registration expiry date between 29th November 2020 and 29th May 2021 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 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! (I.e. the vehicle is unregistered and uninsured).

Bob McNeill,
Registration Officer

Please note. As this event is listed in the club newsletter, it is a club event and as a result comes under the “Casual gatherings” category of covid 19 Restrictions/Regulations. To promote our own safety and to enable the club to meet this legal requirement and avoid a hefty fine to the club or individuals, Drivers only in the vehicle and you are required to leave the club house building and grounds as soon as your car has been checked and you have completed your paperwork. This will enable other club members to come and have their vehicles inspected. There will be no refreshments at the club house this year and a Covid 19 Marshall will be appointed from the club ranks to meet regulations and assist members to comply.

Out and about.

The monthly Ladies Craft Day was held at the club house on Monday 14th September under the required arrangements set down for gatherings due to Covid 19.

The ladies worked on various projects during the day.

Here is a photo of Fay Stephen modeling the beanie and scarf she has made during the last two meetings. Just what she will need for outings in Brian's Land Rover. Well done Fay.

The Cancer Council currently has a Knit for Cancer project where knitters are supplied with a free pattern to knit either a beanie or scarf to be sent to the Cancer Council to be donated to people undergoing treatment or sold as a fund raiser. Some of the ladies have expressed interest in getting involved.

From Ann Magil.



During the recent lock down the club's Secretary, Euan Coutts created a research quiz for members to participate in.

The quiz was to get members researching on the internet to find the answers.

The successful member was Charles Stammers pictured here with the reward for his efforts.

From Euan



1910 S.C.A.T

Societa Ceirano Automobili Torino was founded by Giovanni Ceirano early last century and its factory was adjacent to the FIAT works in Turin; Ceirano was a relative of the Agnelli brothers, FIAT's founders.

SCAT built 98 cars in its first year of existence but suffered from lack of capital and a Manchester (UK) based accessory manufacturer, Newton & Bennett, injected considerable funds, with George Newton joining the Board and naturally became the British & Colonies concessionaires

SCAT launched a new model in 1910, with a new monobloc engine and built 276 cars in two sizes of 18 HP and 25 HP (RAC). The other notable (optional) features of the cars were a compressed air starter and a patented quickchange locking wire wheel, designed by R O Harper, a Newton & Bennett engineer.

SCAT cars won the Targa Florio in 1910 and 1912. The company was sold to FIAT in 1914 and although SCAT cars were listed until 1932, they were upmarket FIATS after 1914.

As far as I can tell our Car was originally sold new to a Mr Grace in Redfern and was restored in Sydney in the 1970's and was sold interstate long before I joined the Veteran Car Club.

I first saw the car in 1996 when a fellow Sydney club member purchased the car and I wondered at the time whether I would ever be fortunate (or wealthy) enough to own such a car.

Unfortunately, about a year later the car was involved in an accident, whilst going to a Rally in Melbourne and was very badly damaged and written off. The wreck was transported to its Sydney home and a few years later I asked the owner what he was going to do, and he said he had thought a number of times of restoring it but had decided to sell it. As I had always loved the car and it was complete apart from a lot of damage, so after again deferring another new Kitchen for Wilga we bought the wreck.

The project was started by lifting the body off (what was left of it), and dismantling the car into its major components. I resisted a major error committed by some restorers of dismantling the car into every nut & bolt. They all seem to get mixed up. I also made a note of how everything went together as it would be some time before reassembly.

The Chassis was straightened by a highly recommended firm in the next suburb and this gave me a lot of early confidence.

Two of the springs were broken and I had replacements made and the others repaired in Newcastle. I had to purchase two new rims and the wheels were respoked by a motorcycle repair shop.

One of the reasons that I thought the wreck would be a good restoration project was that the Radiator, which is the Daimler patent of square tubes separated by wires to form the water passages, had come adrift in the accident and appeared to be undamaged apart from a minor repair. On attempting to be repaired the brass had corroded so badly that a new core was necessary. Now this became a major wrestle with my feelings. The easiest and cheapest course would have been to slice the core and graft on a modern core. However, I felt that with such a rare car I should make a proper core, (is this a restoration or isn't it.).

After a lot of false leads, Replicore in New Zealand made a new core, When it finally arrived a local radiator firm assured me they could fit it, when I went to pick it up it was a mess with solder all over the outer surround Admittedly it held water but that was about all. About a year later a radiator repairer known to the Club rebuilt the tanks and surround and made it the beautiful job you now see.

Many other small jobs were completed such as fitting a replacement front axle and hubs, sorting out steering arms etc. I also enrolled at local tech college and built a new fuel tank and other parts as projects.

Meanwhile we had decided to move from Sydney to the Canberra area so the car was temporarily reassembled for the move. On reflection a lot of work had been done on the car.

Some years later we were at the annual Veteran Car Morpeth Rally with Nigel, (custodian of our Model 20 Hupp), and his long term girl friend, Angela, who has the endearing failing of also loving veteran motoring, and encouraged by a few very nice Hunter Reds, and my wife, I enquired as to the eventual outcome of the relationship. One thing led to another and I promised him (said Son) that the SCAT would become the wedding coach at the appropriate time. Said Son must have taken his enfeebled father at his word and announced his engagement about three months later with nuptials in about a year's time.

So the race against time started. At this time a fellow Club member, good friend and neighbour was co-opted as panelbeater/spray painter and suggested that the best way to start was to restore the body first, as there would be a lot of delay with the trim. Good advice that. He also offered to panel beat the guards and paint the car if I assisted. Too good to resist that offer.

I stripped all the old trim out and started rebuilding the timber in the body which was straightforward but time consuming. The biggest hurdle was that the front seat had to be completely rebuilt and moved forward so that I could reach the pedals.

Finally, the whole thing was in undercoat and all the beautiful pleasure of rubbing back began, and the final coat was applied in July. The body was then delivered to the trimmer.

I then started on the chassis, more rubbing back in a Canberra winter, my main memory is of having to use hot water so I could stand the temperature.

I opened the back axle and it all appeared to be in good order. The original restorer had had new gears made.

The gearbox was a different proposition. After years of sitting around the lubricant had turned to a thick tar substance which I had to immerse in hot water to soften. Naturally this glue had ruined the bearings and it took a long time to disassemble as the case is very light aluminium. Finally, with some help we got the box apart without damage, cleaned up and reassembled with new bearings and seals. The gears are massive for a relatively small car

The back axle, front axle and all springs were painted and reinstalled in the car with new bushes etc where necessary. The car was now on its own wheels.

I then had to make a new firewall as the old timber one had been split. I noted from another car that it was fitted with a cast aluminium firewall and after examining my chassis it would appear from the marks on it, that this was the case with our car as well. I got a sheet of 6mm aluminium and cut it to shape, then bored all the holes etc. It was a long job, especially the polishing, but very fulfilling. It was now late November.

As this was a rushed job, I reassembled the motor after not finding anything major and started it in early December. It was a bit disappointing as it had a knock and vibrated a lot, and leaked oil like a sieve, but it ran well enough.

The body was picked up from the trimmer and fitted to the chassis and new floor made.

It was now Christmas. On 28th Dec my neighbour was at my place as usual, helping, and said "You know we could take this car for a run if we stirred ourselves" Thus with a lot of wire (no firewall or floor or seats) and duct tape the thing took to the road. What a Day! The gearbox was a delight to use and the transmission quiet. The motor was still rough and noisy but a good goer

As I am not happy working with wood, the "display" woodwork was finished by a hobby woodworker, and I was very pleased with the job.

About this time, I got an attack of shingles which was very debilitating. This is where my neighbor came into his own, spending endless hours at my place and I'm afraid I wasn't much help. Without his assistance there is no way the car would have been ready for the March deadline.

Finally, the car was completed enough and registered, and as a first outing, went to Yass to meet the 2005 Sydney to Melbourne re-enactment participants, two weeks before the March deadline. The car performed its Wedding Coach duties in good style, which was a bit of a test, through Friday evening traffic in Sydney, and I was very relieved when I parked the car at the end of the day.

Shortly after the wedding, I started to trace the motor faults. I started with the flywheel and on balancing (60 gms out) it ran better but still with the knock, and some vibration. Later, I took the motor apart to again check clearances and to try to eliminate causes, then I ran the motor without the compressor which lives in the timing case driven directly by the crankshaft. A lot of the Knock and vibration disappeared and the whole car and performance so improved that I had to consider an alternative air system.

The car has compressed air starting and a reduction valve for fuel supply and one of the most time-consuming jobs was sorting out the system. I had decided to dispense with the 90-year-old receiver, which according to some literature, holds about 400 psi all the time and purchased a modern receiver. Previous owners had obviously had trouble as there was a glorious mixture of original and modern fittings most of which either leaked or didn't work. From enquiries it is doubtful if the starting system ever worked satisfactorily. However, I persisted and finally got the system to deliver fuel reliably and decided to leave the starting system to a later date, mainly as the car starts very easily on the crank handle.

After a lot of dead-end enquiries, some months later I fitted a modern compressor driven from a pulley mounted on the Clutch housing –nothing has been changed that cannot be changed back to original if desired. Because this entails a electric clutch I now carry a battery on the running board. This system works exceedingly well and is a great relief to Wilga who in the intervening period, much to her disgust, was co-opted to use the hand pump on the firewall.

One of the early problems was that the car did not steer very well, it wandered and tended to pull to the left. The wandering was fixed by fitting 2deg. wedges to increase the castor and the pulling to the left was cured by increasing the wedge on the passenger's side.

The Clutch in the car, multi plate with 60 steel plates, was never really great and after the car had been on the road for a while it really started to play up .it slipped and shuddered and was sometimes very savage, despite all sorts of different remedies. It finally was so bad that I had to really fix it. During this project I had the clutch out of the car about 35 times, trying to find a cause. This involved consultation with various Veteran Club members and I must thank them for their endless patience and good advice.

I was about to go about installing a modern clutch when I decided that I would have a last shot and had some new plates cut for the clutch. After lots of dollars the new plates were installed and while positive the clutch was very savage and unusable The Eureka moment came when (again) I had all the plates on the bench and I noticed that some of the driven plates were slightly dished or cupped; after trying the others on a surface plate nearly all the driven plates were flat on one side or completely flat. I had several spare clutches and I sorted the plates to get driven plates that were evenly cupped. The clutch worked perfectly. As an experiment I bent the flattened plates in my hands and reinstalled the clutch –again perfection. Whilst this is not permanent, it proved the point that the Clutch needed some kind of cushioning when engaging and that the plates flattened on one side explained the shuddering

The remaining engine noises over the years have been mostly sorted. A few years ago, I did a major overhaul. The crankcase is aluminium with bronze bearing shells. I checked the tunnel and they were all oval up to .019": An engine reconditioner in Queanbeyan took an interest in the project and line bored the tunnel. I then made new bronzes and whitemetalled them and the reconditioner ground the crankshaft and line bored the main bearings to suit. I made new bronzes for the Big Ends and white metalled them at home, boring them on the milling machine. I also fitted a camshaft that was better than the one that was in the motor. The most nerve-racking job was re machining the taper on the end of the "new" shaft to fit the timing gear. I made new rollers and axles for the cam followers

The only other change I made was a shortened drop arm to gear down the steering which was only ¾ turn lock to lock so was heavy, even with the beaded edge tyres. This has made a big difference to the comfort of driving the car.

Generally, the car is great to drive, very refined and a steady runner, and with a good performance to match its looks, despite being fairly heavy with a 2.3 litre motor. We have driven the car to a number of interstate events and found the car quite comfortable and a practical Veteran.



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

(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

(10) FOR SALE. 1928 Chevrolet National parts for sale. Eddie Livermore, 0263645076 (Manildra). Price \$500



(10) FOR SALE. Model A Parts for Sale. I am about to move house, and in cleaning up shed I have found the following Model A parts I no longer really need.

1. 7 tooth steering column complete with A/R & accelerator rods in good condition (no steering wheel, horn rod or pitman arm) \$150
2. 2 x Power house generators, working. Were removed from cars to replace with alternator. \$50 each
3. Model A Head, good order, straight and clean, removed to replace with Lion Head. Offers

Please call me, Rob Taylor, 0434 314 198 if interested.

Thanks

Rob Taylor

Secretary/Editor

Model A Ford Club NSW

M 0434 314 198

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.