

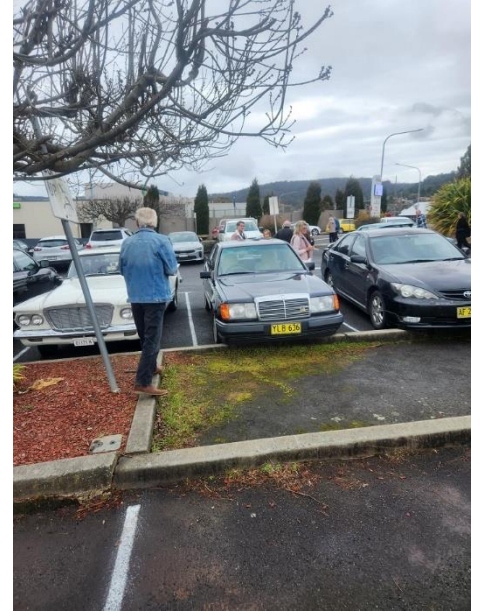


# The Spoke'N Word

BATHURST HISTORIC CAR CLUB

AUGUST 2023

[www.bathursthistoriccarclub.com](http://www.bathursthistoriccarclub.com)



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**Nick Clancey,**  
**Peter Borland**

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**A word from the President.**

**Hello, once again another month over. Seem as though I was only doing this report the other week..**

**To all club members PLEASE REMEMBER 20TH AUGUST is our SWAP MEET at Mt Panorama starting at 6am. The swap committee have put a lot of effort into organizing this event and I cannot stress enough that it requires a lot of help on the day from club members, so if you haven't put your name on the list PLEASE DO SO AT OUR NEXT MEETING OR CONTACT LEE-ANN HAGNEY.**

**I would like to thank the members that showed up with their cars at the funeral of Adrian Lynch (AGRO) ON TUESDAY, he will be sadly missed.**

**On a different note, Andrew Ross (events coordinator) is very pleased that members are helping to run events. Our last outing was Xmas in July which went off extremely well (49 attendees) held at Lithgow Workies. Everyone commented what a good day out except for the HOLY ROAD from Tarana to Lithgow.**

**Also, would like to thank a lot of new members attending and getting involved with the club.**

**Bob Callender President**

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**Who to contact if you need information for the club?**

**Club information and daily running,**

**The secretary, President acting secretary.**

**About your subscription and accounts, contact the Treasurer, Paul.**

**The Events for times and places or if you would like to do a tour. Contact the Events Director, contact Andrew.**

**To update your personal information and car details, Plates Registrar, David.**

**Details about your magazine call Ray**

**To have your car inspection by one of the club inspectors, see list under inspectors.**

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**For those members wishing to pay your subs to the club account or other payments please use the below account with your name attached.**

**Reliance BSB 882 000 Account Number**

**BHCC EVENTS PAGE..... “All BHCC RUN’S, Start and Finish from your home” UNLESS OTHERWISE STATED. WE WILL THEN MEET AT MACCA’S TOWN LOCATION MEETING BY 9AM TO DEPART 9.30AM.” For Run Details call the person listed for Event. It is recommended you fill out the Log Book for your vehicle.**

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**AUGUST CLUB MEETING will be held on the 8 th AUGUST at the Girl Guides Hall.**

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**AUGUST Club run on Sunday the 13 th, it is a BYO picnic day with an enjoyable country drive to Yetholme, Norm has arranged for the club to use the community hall to have our lunch under cover and use of the facilities.**

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**Ladies Christmas run for August is on the 26 th August, meeting at McDonalds at 11am for 1130am. Destination TBD. Cheers Pat and Kim**

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**Midweek coffee run for August will be on Wednesday the 30th, meet at Maccas. See Bob for details.**

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**Andrew is looking for members to put their hand up to do a run for the club as it is not his job to do it most of the time so, please see Andrew at the meetings, it’s not hard to find some were to go and have picnic and something to see so come on and do your bit to make the runs interesting.**

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**SEPTEMBER CLUB MEETING will be held on the 12 th September at girl guides hall.**

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**SEPTEMBER Club run will be held on 17 th September, Details will be in the next magazine and given by Andrew at the September meeting.**

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**Ladies Christmas run for September is on the 30 th September, meeting at McDonalds at 11am for 1130am. Destination TBD. Cheers Pat and Kim**

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**Midweek coffee run for August will be on Thursday the 21th, meet at Maccas. See Don for details.**

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**Club items for sale. Club metal radiator badges, LIMITED NUMBER AVAILABLE AT \$20 each. Club name stickers, support your club \$4 each. Stubbie holders. \$5, Also 3 only Aluminium club drink bottles @ \$5 each. There is 18 club logo key rings/ bottle openers @ \$12 each. Club logo window stickers -- old style (round) @ \$3 each. new style (long) @\$4 each. 12 Pocket size note pads with pen (club logo) @ \$10 each. 20<sup>th</sup> Gold Field Rally caps, there is a few of them left which need new heads to go on. \$5, 3 of 2021 Gold Fields Rally Caps \$5, Bob would like to move these too new**

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## Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

## Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

## What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

## When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

## When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

## Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

## Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

## What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

### Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

**Scenario:** A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

## How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

## What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272qg>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.



**BATHURST HISTORIC CAR CLUB 11 July 2023.**

**GENERAL MEETING MINUTES, MEETING OPENED: 7.35 PM Charlotte Street Bathurst NSW**

**ATTENDANCE: 39 as per the attendance book.**

**APOLOGIES: 27 as per the attendance book**

**VISITORS PRESENT: Bruce Pearce No. 2 event; Brian Corse No. 2 event; Chris Banks No. 1 event.**

**NEW MEMBERS: Brian Cassell No. 3 event. To pay membership fees.**

**WELFARE & VALE: Paul Finnerty in hospital for leg surgery.**

**PREVIOUS MINUTES OF: 13 June 2023 as published in the BHCC magazine.**

**Moved: David McInroy Seconded: Al Peterson that the minutes be accepted. Carried**

**BUSINESS ARISING FROM THE MINUTES: NIL**

**CORRESPONDENCE:**

**Received: CHMC NSW Minutes of Wagga Wagga General Meeting.**

**HVS/CVS Registration for workshop presented by TfNSW at Cooma Historic Car Club 12 August.**

**Various emails from car clubs and their club magazines.**

**Bathurst City Council letter confirming 50% discount for rental facilities for Swap Meet.**

**Rover Scouts Commemoration Service at All Saints Cathedral. 2 or 3 cars for static display.**

**Sent: NIL**

**BUSINESS ARISING FROM CORRESPONDENCE: Forward other club emails and magazines to Ray for any info for our magazine.**

**TREASURERS REPORT: Bob Callender. Detailed report of income, expenditure and bank balances.**

**Moved: Ted Reedy Seconded: Joe Dibley that the Treasurer's Report be received. Carried**

**MAGAZINE EDITORS REPORT: Ray requested any interesting stories on club cars or articles for publication in the Club Magazine.**

**EVENT DIRECTORS REPORT: Andrew Russ confirmed 49 starters for the Christmas in July 16 July run to Tarana and Lithgow for lunch. Looking for assistance in planning the August run.**

**Bob Callender organising September run to Lower Portland region.**

**Greg Tait to organise October run. 15 October. Midweek coffee run 20 July. Meet at Maccas 9am.**

**2023 SWAP MEET SUB-COMMITTEE REPORT: Paul Basher reported Council advised no need for traffic management for the event. Waiting on Police approval re traffic. Flyers and banners completed. Volunteers required to put up banners the day of the event. More volunteers required on the day of the event. Contact Lee Ann Hagney email lhagney61@icloud.com**

**2024 GOLD COUNTRY TOUR: Committee to be formed later in the year. Send in your suggestions and ideas for this event.**

**REGISTRARS REPORT: Dave McInroy. Dave tabled the minutes of the CHMC General meeting held in Wagga 9/6/23. TfNSW has an issue with vintage tractor historic registrations. Nothing formal as yet and the RTA are still registering tractors.**

**Club membership: Family 152, Financial members 270, Vehicles 278.**

**MEMBERSHIP APPLICATIONS: NIL**

**GENERAL BUSINESS: Ruby advised of Penrith Motorcycle Club classic motorcycle charity event 5 & 6 August at Nepean Raceway.**

**The Meeting closed at 8.10 PM. GREG TAIT Secretary**

**Page 6**

**Notes from the NSW Historic Motoring Association Inc.**

**For members information.**

**Seatbelt fitment**

Thanks to those who responded with seatbelt fitting instructions. We received a good cross-section of information that we have passed on and will make a difference when Transport for NSW settles on a policy.

**Recording of Engineering Certification**

Certification records remain current for the life of a vehicle (except when further modifications are carried out). Some vehicles that were "modified for a commercial purpose" in their early life, such as a fire appliance, hearse, etc, may be eligible for HVS after 30 years even if benefitting from engineering certification. Of course, many of the vehicles in the CVS also have certification.

We have recently noted examples of certification numbers being included as free text on Registration Certificates, a provision we have been seeking with Transport for NSW. The current operational system of TfNSW doesn't automatically carry over this "free text" field on renewal. We do still however recommend owners request to have certification numbers included when renewing registration. Such records are an important part of the history of the vehicle that needs to be on permanent record. We have been assured that an anticipated improved operating system will fix this problem.

**Log Book Fact Sheet**

This was released by Transport for NSW in December 2022, and we again draw it to your attention as a very useful guide on 60-day log book use. I have received a number of questions about who can drive an HVS or CVS registered vehicle and there is clear mis-understanding of the rules surrounding this. The Fact Sheet may be found on the Transport for NSW website at: [https://www.nsw.gov.au/sites/default/files/2022-12/Historic and classic vehicles log book.pdf](https://www.nsw.gov.au/sites/default/files/2022-12/Historic%20and%20classic%20vehicles%20log%20book.pdf) The document is also attached to this bulletin to save you looking it up.

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**The story of cars from the family of Andrew Russ.**

Hi members, here is an article and pictures of our family cars from my childhood. I thought members maybe would be interested to read this story.

I have started from the time that my mother and father got married. Just recently my parents celebrated their 50th Wedding anniversary so I would give an outline on the cars that our family has had from the time they were married right through my childhood till I finished school and beyond. Mum and Dad started their life together in May 1973 and at that stage Dad was driving a 1972 VH Valiant Ranger fitted with the 215- engine and three on the tree manual transmission along with a radio and I think front disc brakes and with a laminated windscreen.

As this was dad's company car my mother was without a car for most of 1973 until my grandfather came to the rescue.

Grandpa was looking to update his car which at that stage was a 1960 Wolseley 15/60 sedan that he had owned since new and had a very low 24,000 miles on the clock. To save Grandpa trading the Wolseley in on the P76 Executive V8 that he wanted, they offered to buy it just before Christmas in 1973.



My mother and father bought the Wolseley from him to drive as a second car which they had until 1980 when it was replaced by a 1965 XP Falcon, it was fitted with the 170- Engine, three on the tree and manual transmission and radio and I think a heater.

They kept this car in the family until late 1982 when it blew up 15 km out of Inverell when we were trying to drive it from Inverell to Albury which is than 10 hours driving time.

The Facon was replaced then by a 1980 Chrysler badged Sigma GH which was part of Dads Company's Inverell Fleet (my father was the Inverell Branch Manager for a stock and station firm). This sigma had had a hard life before Mum got it and had over 120,000 km on the clock when purchased by Mum and Dad. As a kid, I can def remember a smoky engine with the rings and bearings replaced in the mid-1980s, it also had a gearbox problem.

In 1997 the sigma finally succumbed to rust and engine wear and the pre mentioned gearbox problem, with 203,000 km on the clock, the Sigma was traded on a late 1993 KH 2 Ford Laser with 102,000 km on the odometer.

This car contributed to teaching my sisters and I how to drive before it was sold privately in 2010 with over 230,000 km on it.

As a stock and station agent, Dad was covering up to 100,000 km a year and as a result our main car which was company owned vehicle was replaced within three years.

After the VH Valiant Ranger, Dad had a late 1975 VJ Valiant Ranger which was also fitted with the 215- engine, three on the tree manual transmission along with a radio and laminated windscreen (front discs were standard on all Valliant's by late 1975). Ironically both the VH and VJ were gingerbread (orange) in colour prompting a livestock buyer to comment that dad had merely just washed the VH.

Dad had always wanted a car that was finished in British racing green and in 1978 he ordered this colour for his CL Valiant, this was the first car of dads that was fitted with the 245- engine due to the fact that the 215 had been dropped by Chrysler. It still had the three on the tree manual



transmission fitted and was the last car dad had without air conditioning.

This was probably dad's favourite car and it covered an estimated 300,000 km in 3 Years before being replaced by a CM Valiant in April 1981.

The CM was the last Valiant Dad had and was his first Automatic car.

This was due to a major muck up in the ordering process by the Inverell Chrysler dealership, Dad was supposed to get the 245 three on the tree manual without power steering, but when the car arrived it had the three on the tree Automatic and power steering along with Chrysler Airtemp air conditioning fitted. Thankfully it didn't cost dad's company at the time any extra money although Chryslers Inverell dealership would have lost some money.

The CM gave our family good service till January 1984 when it was replaced by an XD Falcon for about a month. This came about because Dad was transferred to Shepparton and there was already a car in the Shepparton fleet for the branch manager (Dads Role) which was in the



process of getting replaced. This meant the CM Valiant stayed in Albury (where we were living until the merger between Dad's company and another major stock and station agency necessitated the move to Shepparton).

After a month the XD was replaced by an XE Falcon that was fitted with the 3.3 engine and 5 speed manual gear box along with factory fitted air conditioning and I think power steering.

This remains one of my favourites of all dad's cars. The XE was white in colour and had a blue interior.

In November 1986 the XE was replaced by an XF series 2 Falcon that was also white in colour and fitted with a 5-speed gearbox, I can't remember if it had the 3.3 or the 4.1 engine but I suspect the 3.3 as the Company didn't like spending too much extra money when it came to cars. I have many fond memories of the XF and it also served us well. The XF even took us on a family holiday to the Gold Coast in April 1987. A change in policy (was changed to 130,000 km or 3 years) resulted in the XF being replaced in July 1988 by the worst ever car dad had an EA series 1 3.9 Automatic GL fitted with air conditioning. This car had no end of trouble from day one and eventually required a new engine before it was 12 months old. We did manage a trip to Brisbane for expo 88 (including driving from Shepparton to Tenterfield in a Day) before the engine went.



An EA series 2 3.9 CFi Auto finished in rosewood replaced the EA 1 in march 1990 and was a much better car that served us well including a family holiday to Coffs Harbour in 1991 till June 1992, when it was replaced by an EB 2 Falcon which is also one of my favourite cars that dad had. This car covered 180,000 km in a bit over 2 years including a trip from Shepparton to Longreach in September 1992.



By the time the EB was replaced by an EF series 1 Falcon GLi in 1994 we had moved back to Albury and dad was still racking up the KM. The EF was finished in Marius blue and was the first car dad had that was fitted with LPG but unfortunately this car and the EL and AU 1 that followed weren't fitted with abs or Cruise Control. Dad had 3 commodores and 1 falcon after I left school until he retired in 2010. They now share a 2020 Subaru forester premium which is a far cry from the Valiant they started their married life with. Hope everyone enjoys reading this. Andrew.

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### Christmas in July

Approximately 49 People attended our Christmas in July run to Lithgow. We left Mc Donalds at 930 and headed towards O'Connell. From O'Connell we headed to Tarana where we had our morning tea. From Tarana we headed to Lithgow via Lyell Lake where we had a lovely lunch at the Lithgow Workies Club. A big thank you to all club members who attended for making it a fantastic day. A special thanks to Ted Reedy for sending out emails when urgent communication was needed. Andrew





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**American History**

**Did you know that in 1884 that the first production-standard electric car capable of being reproduced and sold to the public was unveiled? Did you know that in the early 1900s 1/3 of all vehicles on the road were electric? They started to quickly disappear around 1920 with the introduction of petrol and Henry Ford.**

**Ferdinand Porsche - founder of the eponymous sports car-produced an electric vehicle called 'P' in 1898, before creating the world's first hybrid offering, which was powered by both electricity and a combustion engine.**

**Mercedes-Benz also offered up an electric model called the Mercedes Mixte, in 1906. This car was adopted as a taxi in cities and was even developed into a race car in 1907.**

**We are nearly seeing the reincarnation of old tech. The first pic is a group of working EV trucks in the UK plugged in in 1917.**

**Ford Truck Club**



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**FOR SALE.** T10 SUZUKI 2Stroke motor cycle. 250cc engine, 1964 model, good tyres, well looked after paint work. Mileage is 20346, new battery fitted, motor has been reconditioned with new rings, gaskets, seal and both barrels measured, honed and checked. The bike is sold as is and as seen. Asking price \$7500 firm. Contact Graham Clarke .

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**WANTED.** XY Falcon Ute for Restoration  
If you know of one, please call Denis Woodford on 0

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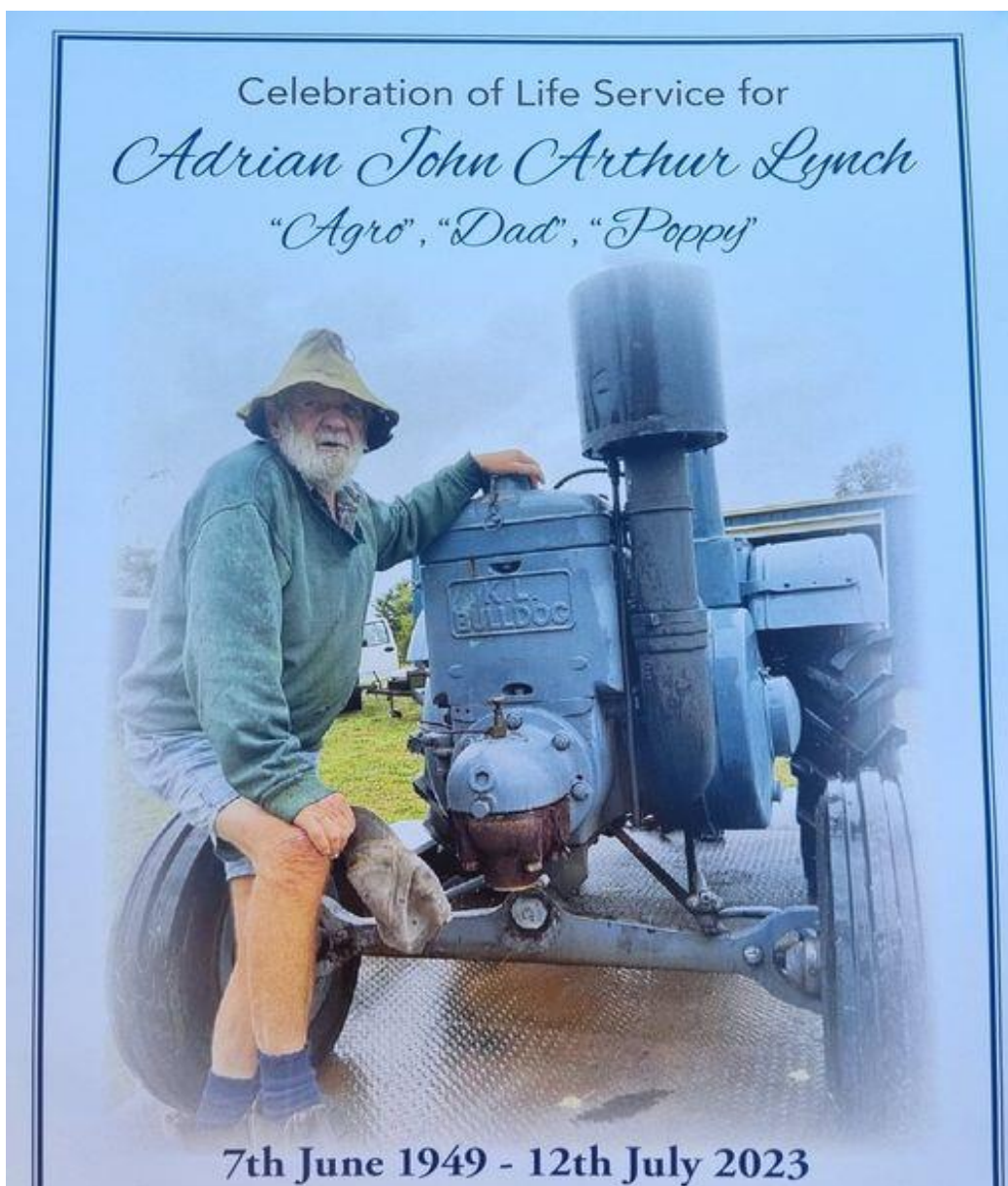
**Wanted.** 1962 EJ Holden grille or the seven chrome slats that make it up. Please contact, Alan Peterson on 6331 2850.

**For Sale,** 1960's PETROL PUMP, it has been standing for a fair while but is still complete, no longer required, contact Ray for details and photos

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**To the members and Family of Adrian Lynch (AGRO)**

It is with deep sadness that we pass onto the member the notice of the passing of Adrian who has been a member of this club for many years. He will be sadly missed.



**GETTING ONES FIRST CAR. A story of a six year old stock car driver.**

**A Cyclops Clipper 1953c.**

Christmas came around and when I got up that morning there was this big box waiting for me and in it was a Cyclops metal car, "the Cyclops Clipper". I was coming up in the world! As usual my friend Judy was one of the first to drive it and loved it as many family photos showed. Now I would have that car for some years to come and as I got bigger, I could take it out on to the foot path and ride it to each of my friend's homes up and down the street.



Judy and I shared that car for years and as I got older, I could venture up the hill past Sue Young's house to the top of the hill with the other kids on their small bikes. Not many people had cars in our street so there was little chance of hitting a car or being hit by one backing out the drive way.

As we came down the hill at full speed we coasted to a stop at Judy's house or my house and sometimes if the gates were open, we made it into the next-door family drive way.

These rides became fun each week end and with few or no adults to watch us, we were flying as more kids joined the group.

There was this one weekend when we had the car at the top of the hill. There was David C, Billy W, myself and I think the other boy was from the houses on the other side of the road.



He was the pusher then followed on his bike.

With him pushing as hard as he could for an extra boost, down we went at full pace with loads of laughs and screams of joy with me driving and David sitting on the bonnet. We had to stop, so in true racing driver fashion, I did a hard-left turn and the car rolled over and over with us being thrown out but luckily no broken bones. This was fun so we decided to do it again and again, but with damage now starting to show on the car. When I went home, Dad was not happy with the damage done to my car so I was given a good talking to and I promised not to do it again. The next week end was the end as we were on the hill again but this time, we were over loaded.

With four of us, two boys on the bonnet, me in the driver's seat and Billy W standing on the rear bumper bar then we were off down the hill. Man, we were in full speed down this hill.

The car gave a bounce as it hit the joints in the cement and we even left the ground once or twice. Then there it was, a car across the foot path, us with no brakes and the path at this point not wide enough to do a U turn, as there was grass on both sides of the cement.

As luck would have it, a power pole was coming up so it left me no choice but to hit it to stop.

What was the worst that could happen? Some bruises or splinters. If I side swiped it the kids would get splinters in their legs or even cuts, so with that in mind, it was still full power at the pole.

The driver in the car looked on in horror as we hit. The first of the two on the front met the pole with arms out stretched and face first, only to be squashed by the other kid right behind him.

Then with the car turning to the left as it wrapped around the pole, Billy W went over my head in full flight onto the grass strip between the foot path and the gutter then bounced onto the dirt verge and I was squashed into the now bent steering wheel. My car was wrecked. Some of the parents in the houses nearby came out to see why the kids were screaming in pain and my mum and dad were summoned. Whack again and dragged home in tears by mum while dad stayed to sort out the mess with the other parents. The car was in bad shape this time so it was taken home to our garage and put in the roof never to be used again. Boy it was really bent this time with the bumper bar bent like a banana and hanging off on one side. The grill was sort of curved in and a head light missing; the steering wheel was bent upwards and the front wheels were not straight with one leaning in under the car.

I remember the front bar and grille were shaped to match the pole. I had a sore chest and a sore behind. Billy had scratches and bleeding, and David who was on the very front was taken to the hospital by his mum to be checked over. Even today with all that damage the car would be worth around \$600. By a friend.



# *Bluey and Curley. Who remembers them.*

*Bluey and Curley* is an Australian newspaper comic strip written by the Australian artist, caricaturist, and cartoonist Alex Gurney. Few original *Bluey and Curley* strips are held in public collections, because Gurney often gave the original art work of his caricatures, cartoons, and comic strips to anyone who asked. Following Gurney's death in 1955, the strip was taken over by Norm Rice in early 1956, but he died in a vehicle accident that year. *Bluey and Curley* was then taken over by cartoonist Les Dixon who drew it for 18 years until he retired in 1975.

he first *Bluey and Curley* strip appeared soon after the start of World War II. It featured two Australian soldiers, Bluey (who had served in the First AIF), and Curley, a new recruit.

By the end of the war, they had served in every Australian campaign — in North Africa, in the Middle East, in New Guinea, in Northern Australia, and in the Pacific Islands — and, once the war was over, they even went to London and took part in the 1946 Victory Parade.

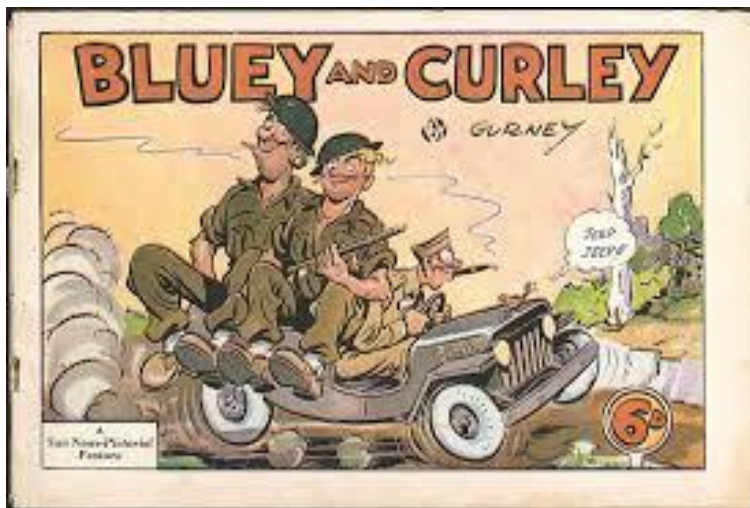
Bluey and Curley epitomised what was seen as the typical Australian soldier. They liked a drink, a gamble and a chat (in colourful Aussie slang of course), and they always had some scheme afoot. They had a healthy disregard for officers and regulations and were quick to bring down any mates who were getting too big for their boots. Despite their larrikin streak, they were fearless, resilient and skilled in battle.

Alex Gurney, the creator of Bluey & Curley, produced the strip from 1940 until his death in 1955. It was syndicated across Australia and appeared in New Zealand, New Guinea, and Canada (but was considered too Australian for American newspapers).

By 1939, Alex Gurney was already well established as a caricaturist, cartoonist, and comic strip artist.

In late 1939, following the outbreak of World War II, he created his most famous characters, *Bluey and Curley*, which first appeared in the *Picture-News* magazine.

He applied for the copyright registration of *Bluey and Curley* on 16 October 1939; and his application was granted on 9 November 1939 (Australian Copyright No.6921





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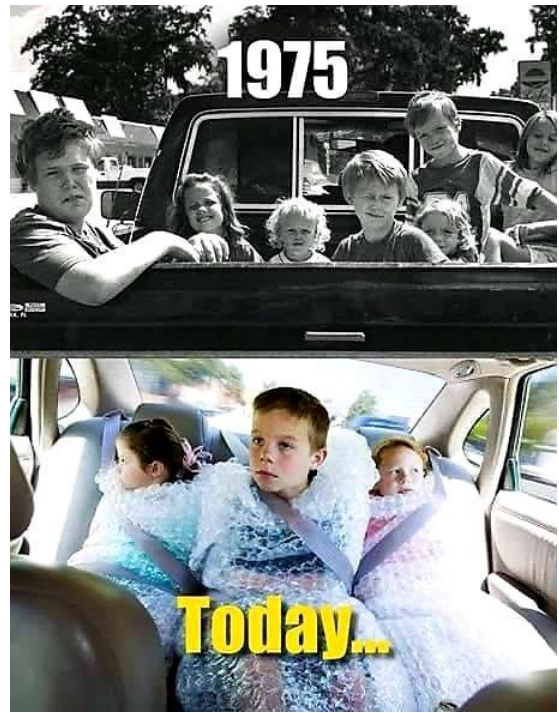
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