



The Spoke'N Word

BATHURST HISTORIC CAR CLUB

JULY 2023

www.bathursthistoriccarclub.com

Week end trip to Mudgee for June.



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JULY MID CHRISTMAS RUN. Contact Andrew on 0418233126

The Christmas in July run will be held on the 16th of July. We will head to Tarana where we will have morning tea at the little Cafe there. Lunch will be at the Lithgow Workies Club. I will need numbers by the 12th of July It will be a roast lunch \$29.50 per person I will need to know of any special dietary requirements by the 7th of July

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Ladies run to Mayfield gardens and Kim's birthday party.



HAPPY BIRTHDAY KIM.



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A word from the President.

Hello all hope you all survived the big freeze the other morning.

On a different note, Bill Lang had his jump starter implanted a couple of weeks ago and is doing fine, Graham Clarke took a turn at home after the last meeting ended up in hospital transferred to Concord hospital and now has a jump starter implanted and is doing well. Best wishes from club members. Hope members read the note from Andrew Russ concerning Xmas in July and reply to him if you intend to go. (Please he must have numbers so dont leave it too late)

Next item: I've been advised by Lee-Ann Hagley that the swap meet request for a 50% reduction of fees for Mt Panorama has been granted by the Council. (Well done to all concerned) Thats all for now, happy motoring BobCallender President.

P.S. Went to Wagga for Bush Council rally on June long weekend had a fantastic time good weather, well organized. They had 187 entrants and out of these a very small number of cars had problems.

One owner on Friday coming into town had a blown motor another during the run done a gear box.

One of our members namely Jim Morrows falcon decided it wanted a break at Junee this happened to be on the main rail crossing hence had to be pushed off.

Another member Norm Rutherford trailered his model A down to Wagga, unloaded of the trailer near motel no problem but on Saturday morning it also decided it didn't want to go. After an hour of trying to get spark no go so he came on the run in my Valiant (had no trouble all weekend). Got fixed Saturday afternoon took it for a run everything ok used it for dinner run that night still ok. Sunday run started ok but after visiting Air Museum he decided to visit Botanical gardens as he entered Model A decided no bloody way and stopped refusing to go. Had to call back up car and trailer and thats the way it came back to Bathurst. Motive is to check your vehicle before going as it could cost you a lot to get it home.

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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 9047867

BHCC EVENTS PAGE..... “All BHCC Runs 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.

Events for July.

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JULY CLUB MEETING. 11 th at 7.30PM At Girl Guides Hall.

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JULY MID CHRISTMAS RUN.

The Christmas in July run will be held on the 16th of July. We will meet at Mc Donald’s at 900 for a 930 departure. From Mc Donald’s we will head to Tarana where we will have morning tea at the little Cafe there or Byo in the park there. Lunch will be at the Lithgow Workies Club. I will need numbers by the 12th of July. It will be a roast lunch at \$29.50 per person and includes desert and tea and coffee. I will need to know of any special dietary requirements by the 7th of July and I must have numbers by no later than the 12th of July. Contact Andrew on 0418233126.

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Ladies Christmas run for July is on the 29th July, meeting at McDonalds at 11am for 1130am. Destination TBD. Cheers Pat and Kim

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Midweek coffee run for June run will be on Thursday the 20th, meet at Maccas. See Don for details.

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Andrew is looking 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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AUGUST CLUB MEETING WILL BE HELD ON THE 8 th AUGUST at the Girl Guides Hall.

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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. 20th 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 members to show club support. Contact Bob Callender on 0428 220 896

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BHCC Meeting 13-06-2023.

Meeting Opened – 7:30pm

Apologies – Peter Williams, Adrian Lynch, Dave White, Greg Tait, Brian Leis, Ruth McInroy, Millie Watson, Rolly Godfrie, Ellen Dibley, Brian Corse, Sharyn Hadson, Brian Harvey, Dennis Woodford, Warren Skimmings

Visitors – Darren Johnson, Hugh Metcalf, Brian Cassell, Bruce Pearce, Jim Davies, Caitlin Reeves
Sick – Sandra Jaques (New Hip)

Minutes Moved & Accepted – David McInroy, Al Peterson

Treasurers Report – Joe Dibley, Ian Hadson

Magazine Editor – Next month's magazine will be cut off on the 26th June

Ray is going to send out survey/feedback on the magazine and to get car clubs members to give feedback on it and what they would like inserted into the magazine.

The current magazine is 16pages, cutting costs down to \$2 per magazine now using (Bx Easy Print) is the main reason for this.

Events Director – Andrew gave praise to the Tour Committee for another successful event held this year June run to Mudgee, club members to let David McInroy know ASAP on attendances, will be leaving 9-9:30 am from McDonalds carpark

Christmas in July will be held in Lithgow though will be going past Tarana café, the cost will be and the lunch will be at the Lithgow workers club at \$29.50 per person, 12th July

Andrew would like some help for the September run as nothing is planned at this stage for September Please ensure that club members either write in their log book prior to runs or keep club magazine in vehicle at all times to avoid any issues

Swap Meet – Lee-Ann gave a recap of where we are up to for the newer members.

Explained that we are trying for a subsidy of 50% on the Mount Panorama fees, we shall hear a response this Thursday from the council 15th June

Roster list for helpers is up the back of the hall, for those who wish to help out the club on the day of the swap meet

Tour – Paul gave a recap on the event and praised all who helped out and attended the event

Put forward that we should IF the club decides to do it again next year to start sooner rather than later so we can get the ball rolling faster

Reiterated that there was positive feedback from the majority on the event

Will conduct a feedback session when the committee is all free to do so

Membership Forms – Norm Clarke, Hugh Metcalf, Caitlyn Reeves (all approved by club members)

Registrar Report – Inspectors meeting was conducted, all minutes will be printed in the next magazine RTA are NOT being clear in relation to what information needs to be collected when registering a historic vehicle

All club members need to fill out the registration forms 100% accurately to ensure no head aches and a smoother process

Tube vs Tubeless tyres – Best option is to confirm with tyre specialists for what tyres are recommended on your vehicle. Anything prior to 1970 tubed tyres should be put on your vehicles

Any vehicle after 1995 should be taken to a mechanic for a pink slip, these will NOT be checked over by a club vehicle inspector.

Always remember that to be compliant for historic registration the vehicles MONTH and YEAR is taken into consideration

To be on historic registration, the owner of the vehicle MUST be a financial member of the club.... IF you are NOT a financial member it is a \$2500 fine if you are caught

General Business – Auto West Paints panel beating course was a success and received positive feedback by all. Students learned how to repair a dented panel by applying putty/bog, sanding back, applying etch primer and then painting the panel with acrylic paint and sealing with a clear coat

Cindy Rodgers would like a projector for each meeting as she would like to display trivia at each meeting (please see David McInroy)

Bob attended a 4-day rally with CHMC in Albury/Wagga, there was 187 vehicles that attended.

The Sunday show had over 200 cars on display to the public

The Easter rally next year will be in Parkes for the CHMC

Bob will give Ray pictures and write up a story on the rally away

CLOSED – 8:07pm

CLUB MEMBERS WITH TRACTORS PLEASE NOTE..
NSW Historic Motoring Association Inc. Bulletin 2023/4 10 June 2023
To all NSW HMA Clubs

Tractors on HVS:

There have been a number of difficulties experienced by owners when registering tractors for the first time or renewing registration on HVS, even instances of Service NSW refusing registration. You should contact us immediately if confronted with any issue concerning tractors.

One key item is that in the "Historic Vehicle" fact sheet used by Service NSW, tractors are not specifically mentioned, but the Shape Codes "TRP" and "TRT" are listed, which apply solely to tractors.

"TRT" applies to agricultural tractors and attracts a higher CTP premium and the condition code GO93 - for farming use only - which is inappropriate.

The correct Shape Code is "TRP", and condition codes GO94 and OL3 are the only codes that should appear on the Conditions of Approved Operation. Unfortunately, some tractors have been allocated the shape code "TRT", and club registrars should be alert to this and attempt to get it corrected at renewal of registration by the owners, using the Form 1021 - Change of Records.

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EXTRA PHOTOS FROM THE Gold Field Tour. Thank you, Denise.



The Phase III driver's-side tyre secretly rubbed impatiently against the top ball joint. Bill and Howard Marsden's conversation the day before was now just an echo from the past. "Listen, Bill, we'll just chamfer the top of the ball joint just enough to prevent contact." The strategy had worked on every corner except for one... and for one man... he was about to risk life and limb.

Trevor Roth's eyes narrowed at the onslaught of vehicles hurtling past him. "Jeez, they're loud this year," he thought. Each car that shot around the corner seemed to be getting more courageous, more dangerous. Bill wrestled then powered his big yellow beast around the blind corner. "That's it! That's it!" He punched the toplayer into top and planted the pedal flat to the floor. Trevor squinted as a glimpse of yellow reflected through the gum trees. "That's Bill Brown." He swallowed hard.

Bill catapulted towards the corner. His production GTHO Phase III was pushing the envelope at over 100mph. He began a powerslide at mind-boggling speed. The downward forces and sideways inertia had thrown out the physics rulebook. His hands gripped the wheel, his focus forward and intense. "Yes! Yes! I just — SHIT!"

The Achilles' heel of Bill's beast exploded. The ball joint and race tyre couldn't take it any longer. Fate had played its hand. "What!" Trevor started running but it felt like slow motion. His legs pumped hard knowing that death had come around the corner.

Bill's mind went blank. There was no time for last thoughts. In an instant he could suddenly see the faces in the crowd. What had been blurs of colour for the past 43 laps were now young men, brothers and fathers. "I'm going to hit them!" The right front side of Bill's Phase III hit the fence at 100mph. His seat snapped, sending him flat on his back. Trevor Roth could feel the dirt and steel at his neck. Only inches separated him from this world and the next.

The world couldn't believe what they were seeing. The steel posts that protected the crowd punched through the Phase III like it wasn't there. The incredible G-forces had Bill at their peril. His head, protected only by an open helmet, smashed against steel, timber and glass. His face smashed against the crumpling roof of his car. The cabin had become a whirlwind of death.

The car began to poleaxe, the rear getting higher with every turn. The seven-day-old car was now being stripped of its every pedigree panel by panel. Everyone's heart stopped at the only possible outcome... how could anyone survive this nightmare?! Its shiny back was now broken. It laid crumpled and smoking... fuel everywhere as race cars sped past inches from the destroyed car.

"What?" Bill looked around his chaotic cabin. Nothing was where it was meant to be. "My leg? My— Petrol!" Voices broke the sudden silence, some giving orders, others just wanting to help.

"Wait!" Bill yelled. "WAIT! Don't move it! I said don't move the car. There's petrol and oil everywhere!" He swallowed hard and tried to free himself but his leg was trapped. "Don't smoke here! Put your smokes out." He pulled at his leg again but it was hopeless. "Shit! Shit!"

"Coming mate!" A race marshal appeared in the cab and looked at the madness inside the crumpled mess. He carefully moved Bill's scratched leg sideways and out.

Adrenalin flooded every fibre of Bill's body. He scrambled from the car. "Lay down mate. We'll take it from here."

Bill stared at the ambulance officer. "Out of my way. I have to know. I—" He pushed past and got to the front right tyre. It was blown. "It's not my fault... it's not my fault!"

"Listen, sir!" The ambulance officer grabbed Bill's arm. "We've got to get you to hospital. You're bloody lucky to be alive." Bill looked back at the car then at the officer. "On one condition. I'm not getting on the stretcher. I'll ride up front in the passenger seat!" The officer shook his head then nodded. "Well, let's go then."

Bill suffered no broken bones. His leg was grazed and he suffered a cut above his eye. Miraculously, Bill drove himself home to Sydney that night. He had to be at work the next day.



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A Tale of Three Peters – BHCC June Run – 17/19JUN23

Present David & Ruth McInroy (BHCC) - Hillman Minx (56)

Colin McInroy (BHCC) - Hillman Gazelle (66)

Peter & Virginia Borland (BHCC) - Modern

Peter & Donna McGrath (BHCC) - Holden EK (62)

Wendy-Lou Tisdell

Norm Rutherford (BHCC) - Toyota Paseo

Peter & Rosemary Amos (VOCA – Vauxhall Owners Club of Australia) - Vauxhall Viva (64)

The June 2023 Club Run was overnight to Mudgee and included a 70+ questionnaire; the Bag-of-Nuts winner scoring 62.5 points over the 2 days.

Special Thanks to Norm for the patience shown being ‘Tail-End Charlie’, following at 80Kph (and sometimes down to 30Kph when I missed a gear.) I also appreciated Peter & Virginia for their patience following along and second guessing which hill the Minx would start wheezing.

We set off on a miserable cold and foggy Saturday morning, wondering what the day would bring.

And what a Day! We reached Wattle Flat in brilliant sunshine to cheer us all up.

Morning Tea break and comfort stop was at Ilford Information Area, before pushing on to the Kandos Museum.

The Museum was setup to tell the history of the town, in particular the cement operations. The artifacts are varied and interesting – a credit to the volunteers running the operation. Well worth a visit.

We then went the short distance to enjoy a Yum-Cha at Rylstone. Sitting in the Sun in the garden was a glorious way to spend a lazy lunch with interesting and varied food items.

The balance of the trip saw us into the Winning Post Motor Inn at Mudgee. After a free afternoon, we all enjoyed a delicious 3 course meal.

On Sunday morning we were invited to attend the Cudgegong Car’n’Coffee at Mudgee Station. There were some very well-presented cars in attendance, including an unusual Borgward Isabella Coupe. We spent around 90 minutes looking around and providing some new interest to the regulars.

“We then headed off to Portland, again having morning tea break and comfort stop at Ilford Information Area. We had lunch at the Coronation Hotel, Portland. We were joined by Hugh Metcalf and Wendy-Lou Tisdell (BHCC) – Mazda MX5 (93) and Andrew Russ (BHCC) – Modern.

This was a thoroughly enjoyable experience had by all.” Thank you to those who came along, David McInroy



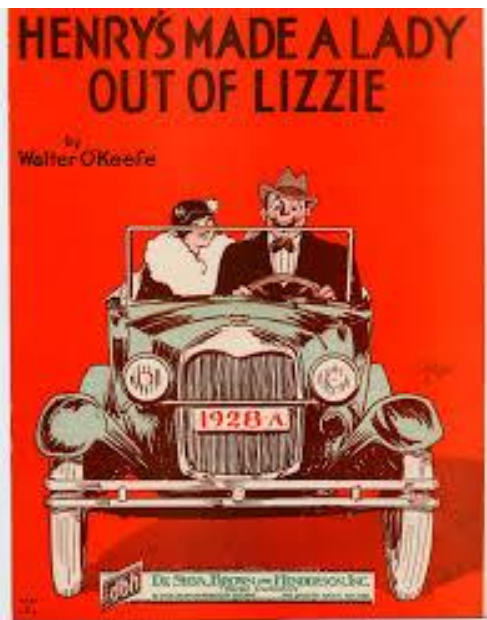
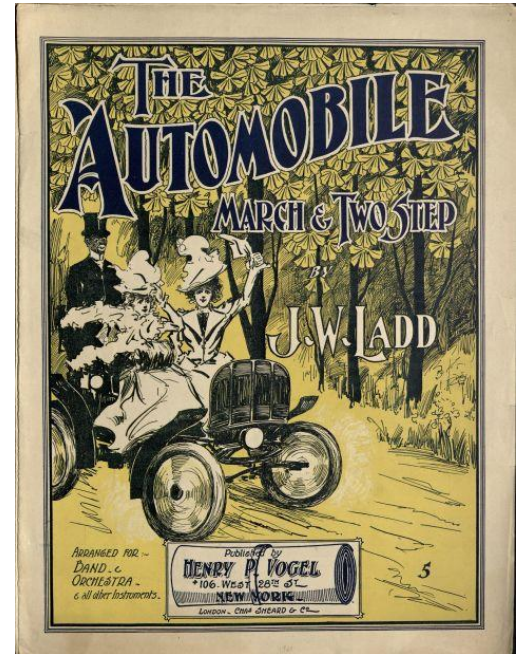


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American sheet music, early automobiles and women drivers.

I'm pleased to introduce a few images from the Theatre Collection's current Sheet Music project, beginning a series of posts with intriguing, entertaining and informative images. I'm working on a survey of a hidden collection, part of Harvard's popular American sheet music holdings, and these early 20th century pieces are from a collection at Houghton Library organized by title. The graphics in this series illustrate every aspect of popular American culture from the mid-19th – mid 20th centuries: music trends, stereotypes, performers, popular dances, fashion, gender roles, and the development of mass production and marketing of music for performance in the home.

Here are two pieces of piano music from 1900 and 1907, each with snazzy chromolithographed covers depicting women passengers and drivers. These women motorists were daring, fashionable and well-to-do. The Automobile March and Two Step by J. W. Ladd, 1900, depicts two white women with billowing hats and scarves, seated in an open vehicle, possibly an auticycle, on a country road. The African American chauffeur in the rumble seat is depicted as a stereotypical obese servant with exaggerated facial features, reminiscent of blackface minstrelsy. Not sure who is driving here from the illustration. The two women are certainly exuberant, smiling and waving. There was a horseless carriage called the



Keystone Three-Seater Autocycle that could be controlled from a long handle, but this design is different.

The cover of The Automobile: Characteristic March Two Step by Rose De Haven, 1907, shows an elegant woman driving, dressed for motoring in a hat tied on with flowing scarves.

The caption at the top reads "Dedicated to my chum Vera Stanley" (probably the American stage actress). The only lyrics are "Honk! Honk!" Both vehicles predate the Ford Model T, known as the Tin Lizzie, the first mass produced automobile.

For more on women drivers of this period, and early motor vehicles, see:

Gender and the Automobile in the United States by Margaret Walsh.

Everything But Cars. by Bob Brooke.

Most car memorabilia items collected are vintage retro objects—everything from oil cans to tire pumps and everything in between. Some of the favorite items of the guys on the T.V. cable show, “American Pickers,” on the History Channel, are the road signs, gasoline station equipment, other things associated with cars and driving. Collecting them has become a passion for those who do so with a nod to nostalgia or a look back at the wilder days of their youth. While everyone couldn’t be a James Dean, there were sure plenty of James Dean wannabees.

Many collectors love old cars, but they can only admire them at car shows. Even though they can’t afford to buy one of those vintage beauties, they can collect objects that are related to old cars and driving. Almost every collection of car memorabilia has come about from the interest someone has shown in old cars.

Why do people collect car memorabilia? For many it’s the thrill of the hunt and the stories behind every object. They know where each piece came from and how they obtained it. Also, there’s a comradery among car and car memorabilia collectors. They share information on what’s been recently discovered or what might be available. Often collectors fill their garages and basements to the breaking point with the items they’ve collected. If a collector knows what to look for, he or she can unearth some fantastic car memorabilia, or automobilia as it’s known in the trade. In the long-term, a collection could even turn a tidy profit. People collect car memorabilia for a number of reasons. Some collect for nostalgia reasons while others do so for investment.

Look Out for Objects with a Story

A beat up, old steering wheel from a 1980s Ford Fiesta might not seem to have any value at first glance, but, if this is a steering wheel with provenance it’s no longer any old steering wheel. It is, for example, a steering wheel used in an Oscar-winning film, and it instantly becomes collectible. As there’s a growing interest at the moment in vintage and retro memorabilia that can be repurposed, this makes an item such as this doubly treasured.

Original Car Parts

Maintaining a classic car is an expensive and arduous task. To retain the value of the car, owners always try to source original parts for it.

The older the vehicle, the less likely it is that the manufacturer still makes the original components, so if you can source an original factory part there could be someone out there willing to pay a significant sum for it. With the current trend for upcycling, vintage car parts such as car seats and wheels are also sought after by those in the reclamation business. The back seat of a car can be repurposed into a retro sofa and an old Michelin tire has been known to come back to life as a coffee table.

Car Badges and Mascots

Go back a few decades and any car worth its salt wore a badge on its radiator or grill with pride. Made of metal or enamel or both, they represented the vehicle manufacturer or particular motoring associations or car clubs such as the Automobile Association (AA) or the Royal Automobile Club (RAC). Those badges re-1960 are particularly collectible. Vintage car bonnet mascots, such as an original leaping jaguar from an old Jaguar car and The Spirit of Ecstasy off the top of a Rolls Royce, are worth holding on to too.

Anything Gasoline Related

Petrolina. Petrolina is a category of collectibles related to gas stations or the petroleum industry. There are four basic subcategories under the general heading of petroliana—signs 1960 are particularly collectible. Vintage car bonnet mascots, such as an original leaping jaguar from an old Jaguar car and The Spirit of Ecstasy off the top of a Rolls Royce, are worth holding on to too.



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Anything Gasoline Related

Petroliana is a category of collectibles related to gas stations or the petroleum industry. There are four basic subcategories under the general heading of petroliana—signs, oil and additive cans, gas pumps, and gas pump globes. Of these four subcategories, signs command the highest prices across the board. Oil cans, badges, early road maps and all sorts of other early gas station memorabilia pump plates which are the small porcelain signs that went on gas pumps and identified the particular brand sold. Oil cans peaked in the late 1990s, after reaching very high levels due to a few aggressive, very competitive buyers. When they dropped out of the hobby, the market for oil cans crashed – but now cans are back up to where they were at their peak, and even higher.

The same could be said about the buying pattern for gas pump globes. That particular specialty was much more sensitive to changes in the marketplace because there were comparatively few people collecting them. For every one person collecting gas globes, there are probably 50 who collect petroleum signs. Gas globes are beautiful to look at, but they're made of glass, and that scares off some potential collectors. Collectors like to display their items. There's a risk in displaying glass of any type.

Also, it's not very practical to display gas pumps in your home. That's another reason why signs are so popular. They can be displayed on walls like artwork, and they're made of metal, so they don't break.

Collecting Tips

To begin, go with the tried and true. Look for usual items. Most will increase in value over time. The longer you keep your collection of car memorabilia, the more the items in it will be worth. If there's a limited number of a particular item, it will be worth more. And always try to buy objects that are in good condition. Those in the best condition will be get top dollar. The average good collection is only 10 to 20 percent museum quality. The remaining 80 percent are usually hard to sell. No matter who you buy your pieces from, make sure they're reputable. In the long run, it's worth dealing with someone who's an expert. Ever since collecting gas and oil-related advertising became an organized pursuit in the 1980s, prices have increased steadily. Now, three decades later, the playing field is well established, with many auctions, collector clubs and shows that are dedicated solely to petroliana. As for prices, they aren't on a gradual, northeastern climb anymore. They're headed straight up, like a vertical line that you'd never see on a stock market chart.



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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 on 0488 227 540.

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WANTED. XY Falcon Ute for Restoration
If you know of one, please call Denis Woodford on 0439923341

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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 on 0429471138

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LADIES RUN. For June to Mayfield Garden's.

On the 24th of June the ladies run planned a surprise 70th lunch for Kim. 12 ladies met up and enjoyed a lovely lunch at Mayfield Gardens.
Also, July run will be on the 29th July, place TBD.



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To Bathurst members and members of the clubs that receive this magazine.

The Bathurst Historic Car Club Swap Meet is on again in its new location at Mount Panorama (Wahluu) Sunday 20th August. It will be a great opportunity to pick up that unique car, motorcycle or machinery part that you desperately need to finish your project - or come and find so many other treasures that you never knew you needed. It's just \$5 for entry from 6am, and kids are free. Bathurst Swap Meet 2023, Sunday 20th August.



The club committee working to put this on and they need your support.

Would Members please put your name on the ROSTER. A few words to all members, newer members about the importance of our swap meet. This gives all members an opportunity to participate in something special that amalgamates membership, raises our club profile, finances our club and can enable charity donations. The current committee headed by Lee-Ann is doing a terrific job organizing a new date and venue as well as coming to terms with how much time and effort goes into one event. With the new Mount Panorama site, a much larger crew of members will be needed per hour to man (person) the gate, direct traffic and parking etc, and generally be on hand. Don't just turn up on the day and say you will help. **PUT YOUR NAME ON THE ROSTER.** It's our club our swap meet and all members needed to make it FANTASTIC!

Call Lee-Anns number that is in the magazine. (0400 751 668) Steve Crain.



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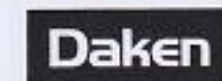
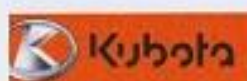


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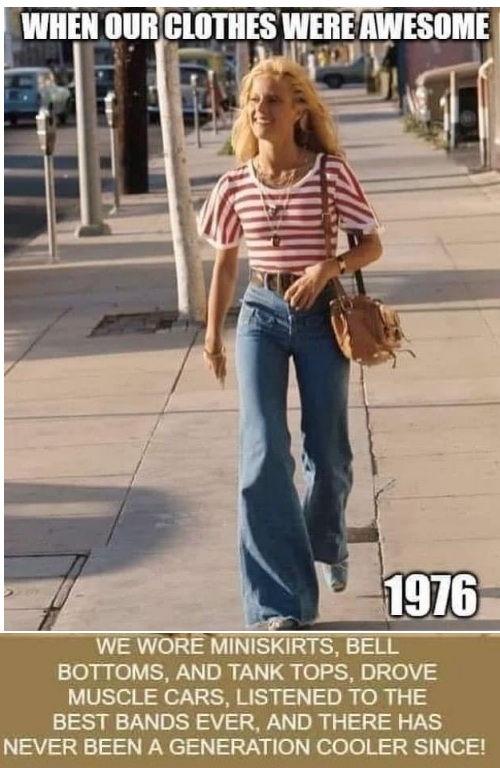


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Mid 1970s (1973–1976) Casual looks

By 1974, the T-shirt was no longer considered underwear, and was by then made in elaborate designs such as slogans, sports teams, and other styles. Around the same time the looser, more flowy shirts of the early 1970s had given way to fitted tops.

By the mid-1970s, the hippie look had completely disappeared, although casual looks continued.^[21] In the mid-1970s women wore sweaters, T-shirts, cardigans, kimono, graphic T-shirts and sweaters, jeans, khakis, gauchos, workmen's clothes, and vintage clothing. Around 1976, casual fashion adopted a Parisian peasant look. This included capes, turbans, puffy skirts and shirts with billowing sleeves.

In the mid-1970s, accessories were generally not worn, adopting a minimalistic approach to fashion akin to that of the 1950s. The most commonly seen form of jewellery was a simple, thin, unobtrusive gold neck chain, sometimes in silver, worn under the collar against the skin by both men and women throughout the decade but becoming really ubiquitous starting in the mid-seventies. White pukka shell necklaces were also worn by both sexes. Small leather shoulder bags were worn by women everywhere, and popular shoes included Mary Janes, knee-high

boots with rounded toes, including Dingo boots and Frye boots (often with pants tucked in), platform shoes and sandals, wedge-heeled espadrilles that often had long cords to wrap around the ankle, Birkenstocks and loafers. Despite the lack of accessories, the mood ring was a big fad in the mid-1970s.

Active wear. Clean-cut, all-American active wear for women became increasingly popular from 1975 onwards. The biggest phenomenon of this trend was the jumpsuit, popular from 1975 onwards. Jumpsuits were almost always flared in the legs, and sleeves varied from being completely sleeveless to having extremely long bell-sleeves. Other sportswear trends included tracksuits, tunic shirts, crop tops, tube tops, sweatshirts, hip-huggers, low rise pants, and leisure suits. This continued into the 1980s. Accessories were less of an importance during this time, but two very desirable accessories included sneakers and tennis headbands. Disco fashion was generally inspired by clothing from the early 1960s. Disco clothes worn by women included tube tops, sequined halterneck shirts, blazers, spandex short shorts, loose pants, form-fitting spandex pants, maxi skirts and dresses with long thigh slits, jersey wrap dresses, and evening dresses. Shoes ranged from knee-high boots to kitten heels, but the most commonly worn shoes were ones that had thick heels and were often made with transparent plastic. Women's fashions in the late 1970s included cowl-neck shirts and sweaters, pantsuits, leisure suits, tracksuits, sundresses worn with tight T-shirts, strapless tops, lower-cut shirts, cardigans, velour shirts, tunics, robes, crop tops, tube tops, embroidered vests and jeans, knee-length skirts,^[13] loose satin pants, designer jeans,¹ culottes, daisy dukes, and tennis shorts. This continued into the 1980s.

- Accessories included scarves, gold jewelry, flowers, ankle boots, 1940s style hats (often tilted), skinny and wide belts, boas, braceleted gloves, spike-heeled sandals, mules, ankle-strapped shoes, waist cinchers, and obi wraps. Color had almost completely faded from fashion in the late 1970s, with earthy tones like browns, light blues, tans, grays, whites, and blacks making a comeback.
- The frenzy for boots had cooled down by the late 1970s, but they remained popular, especially in the winter. They became less flamboyant by that point in time, and they mostly came in black, brown, or burgundy. The most popular boots were either knee-high or reached the mid-calf, and were made in leather, suede, urethane, or rubber. The toes were rounded, and zippers were on the side. The heels were usually only 2–4 inches, and the heels were sometimes even flat. Women continued to wear wedge heels and ankle boots, as well as knee-high boots with thick kitten heels.

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Ladies, what would you like to see on this page that is of interest to you, please let me know and I will try to find and put it in or what you can supply. Please do not d send me any recipes. Send me an email with your ideas. Ray

A concept design for car safety belts from the 1960s.



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