



The Spoke'N Word

BATHURST HISTORIC CAR CLUB

MARCH 2024

www.bathursthistoriccarclub.com



AUSTRALIA DAY RUN TO LYNDBURST.

President
Bob Callender
ram360.bc@

Vice President
Dave White
davewhite@

Secretary
VACENT
bhccsecretary@
Public Officer
Ian Tooke

Treasurer
Paul Finnerty
treasurer.bhcc@

Editor.
Ray Green
rgreenford@
Assistant Editor
Don Sinclair
Events Director
Andrew Russ
Plate Registrar
Stuart Driver
swjtdriver@
Committee Members
Lee-Ann Hagney
Darrell Aurisch
Greg Tait
Jake Meyer
Vehicle Inspectors to call.
Peter Williams,
Ian Hadson,
Ralph McKay,
Nick Clancey,
Peter Borland

The Spoke'N Word is produced and distributed by the Bathurst Historic Car Club monthly and distributed to all members. Articles or items appearing in the Spoke'N Word reflect the views of the contributor and are not necessarily those of the Club or the Editor. Any part of the Spoke'N Word may be reproduced with acknowledgements. Neither the Club nor the Editor necessarily endorse the views of contributors nor accept responsibility for the correctness or quality of the articles Contributions are welcome and be sent to PO Box 254, Bathurst 2795

President's report.

Hello again,
We start the new year off as the AGM is over and all bar ONE committee positions have been filled.
SECRETARY POSITION VACANT NEED TO FILL URGENTLY -- PLEASE THINK ABOUT IT AND LET ME KNOW IF YOU ARE INTERESTED, PLEASE.

To all outgoing committee persons thank you for your assistance over the last year and welcome to new committee members.

Hoping the 2024 year will run smoothly.
By all reports the Tour in May has been finalised and entry forms dispatched well done Tour Committee and by all accounts the SWAP MEET at Mt Panorama is well underway for later on in the year.

Thanks to all members and hope to see you on club outings during the year our next one will be over by the time magazine is printed. (Hope to see report and photos in next magazine)

See you on the road
Bob Callender President

XX

Who to contact if you need information for the club?

For some time when things go wrong or members are unsure, they have called me for help, I will try to help but please ring the person in the club who is elected first.

Thank you for your help with this request. Ray..

Club information and daily running,
The secretary or the President.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Details about your magazine or for items to go into it please call Ray, after 10AM as I sleep in a lot.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

To have your car inspection by one of the club inspectors, Contact Peter Williams or see list under inspectors and call one of them.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**BATHURST HISTORIC CAR CLUB
MINUTES GENERAL MEETING 13th FEBRUARY 2024**

MEETING OPENED: 7.30 PM Charlotte Street Bathurst NSW

ATTENDANCE: As per the attendance book

APOLOGIES: As per the attendance book.

VISITORS: Sam Farraway

WELFARE & VALE: Paul Finnerty recovering after surgery. Graham Clarke to have a knee replacement 8/3/2024

PREVIOUS MINUTES OF Meeting held 9th January 2024 as printed in the magazine

Moved: Andrew Russ Seconded Alan Petersen the minutes be accepted.

BUSINESS ARISING FROM THE MINUTES: Nil

SECRETARY: RECEIVED: Mail: Bank statements, Membership renewals for Geoff Fry, Bob Newton, & Elliott Redwin

Emails: Historic Motoring Association Bulletin 2024/01 & 2024/02, Parkes Car Club entry forms for the CHMC rally to be held over Easter 2024, Bob Callender withdrawing his nomination for 2024 president on personal grounds, Vintage Motor Club Bulletin, Canberra Motor Club Newsletter & Invite to the Sofala show on 25/02/2024

Moved Bill Lang Seconded Sam Williams that the correspondence be received.

BUSINESS ARISING FROM THE CORRESPONDENCE: Nil

TREASURERS REPORT: Paul Finnerty gave a comprehensive report on the clubs Finances.

Moved: Leanne Hagney Seconded: Joe Dibley that this report be accepted.

MAGAZINE EDITORS REPORT: Ray Green advised the deadline for reports & articles is Feb 26.

Ray needs cars for display at the Bathurst Show 12,13,14/04/2024 (12 cars each day please)

EVENT DIRECTORS REPORT: This Sunday's run is to Portland - please get numbers to Bob Callender ASAP.

Sofala Show 25/02/2024. Blayney Show 02/03.2024.

2024 SWAP MEET REPORT: Leanne Hagney advised that advertising has begun. A new flyer has been produced and banners have been updated and will be displayed over the 12-hour race weekend.

2024 GOLD COUNTRY TOUR REPORT: Entry forms have been completed ready for distribution. Paul Basha outlined the route - Start at the Magellan club - travel to Sofala & Hill End with the dinner at the Bathurst R.S.L. Sunday morning tea at the Magellan club.

REGISTRARS REPORT: David MacInroy advised we have 125 memberships & 290 cars registered. 31 members have not renewed at this time.

MEMBERSHIP APPLICATIONS: Sam Farraway - 3rd attendance and was welcomed to the club.

GENERAL BUSINESS: Ted Reedy advised that the Easter motorcycle event is going ahead but would be known as a tour in future.

CLUB PERSON OF THE YEAR: Awarded to Steve Crain - Congratulations Steve.

MEETING CLOSED at 7.55.PM>

The 2024 A.G.M. followed on from the February general meeting.

ATTENDANCE & APOLOGIES as per attendance book.

MINUTES OF THE 2023 A.G.M. were printed in the January 2024 club magazine.

Moved: Andrew Russ Seconded: Bill Lang that the minutes are an accurate record of the 2023 A.G.M.

PRESIDENTS REPORT: Bob Callender thanked the outgoing committee for their support and assistance in running the club during 2023 & he hoped the incoming committee would have the same dedication to the job in 2024.

The Gold country tour for 2024 has been organised and entry forms are out - thank you to the sub-committee. Planning is well underway for the 2024 swap meet - a huge thank you to those planning our major fundraiser of the year.

GENERAL BUSINESS:

1 - Monthly general meetings will be held on the 2nd Tuesday of each month at the Girl Guides Hall - Charlotte Street Bathurst, Agreed

2 - Continuation of the storage shed hire. Agreed

3 - Membership fee for 2025 will be \$50.00. Agreed.

CLUB PROPERTY: Location off all club property was confirmed as per the inventory.

ELECTION OF OFFICE BEARERS FOR 2024.

President Bob declared all positions vacant and asked Ted Reedy to preside over the election of the 2024 committee.

Nominations for most positions had been received and no ballots would be required.

Positions for 2024: - PRESIDENT: Bob Callender

VICE PRESIDENT: David White

TREASURER: Paul Finnerty

SECRETARY: No nomination received - no nomination from the floor.

PUBLIC OFFICER: Ian Tooke

MAGAZINE EDITOR: Ray Green

EVENTS DIRECTOR: Andrew Russ

PLATE REGISTRAR: No nomination - Stuart Driver was nominated by

Ray Green (not seconded at the Meeting)

COMMITTEE MEMBERS: Greg Tait, Jake Meyer, Leanne Hagney & Darrel Aurish.

VEHICLE INSPECTORS: Wayne Lowe, Peter Williams, Ralph Mackay, Nicolas Clancy & Peter Borland.

ASSISTANT INSPECTORS: Jim Morrow & Darrel Aurish.

Ted Reedy moved a vote of thanks to the outgoing committee and a warm welcome to the 2024 committee.

After a round of applause from the floor the A.G.M. concluded at 8.22 PM.

BHCC EVENTS PAGE..... UNLESS OTHERWISE STATED RUNS WILL START FROM MACCA'S TOWN LOCATION MEETING AT 9AM TO DEPART 9.30AM. For Run Details call the person listed for Event.

XX

MARCH EVENTS.

17 th of March is CLUB MEETING NIGHT. 7.30 start.

XX

March Run Sunday 17th, Run will start at Macca's car park 9am for 9.30 departure. We will be heading to Trunkey Creek for a BYO morning tea then on through Barry to Newbridge pub for lunch. Please let Denis Woodford know by the 14 for catering purposes.

XX

Ladies Run Report.

The next ladies run will be on Sat 9th March meeting at McDonalds at 11 for 1130am.

The run after that will be on Sat 27th April meeting at McDonalds at 11 for 1130 am.

Cheers Pat and Kim

XX

MARCH COFFEE RUN THURSDAY 14TH TO mystery location. USUAL STARTING PLACE AND TIME. Contact Don, if needed.

XX

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

Please note that some of these items have very few left or could now be sold out so this could be your last chance to get them.

XX

WANTED, WANTED, WANTED.

MEMBERS WANTED TO DISPLAY THEIR CAR AT THE BATHURST SHOW.

I am looking for 12 members vehicles per day at the Bathurst Show, if you can help then please contact me so I can put your name in the book.

The show is on from the 12 th April, 13 th April, 14 th April and we need to be in place at 9AM till 4.30PM.

XX

Don't forget Blayney Show is on the 2nd of March and will be a logbook event. Our March Run will be to Trunkey for Morning tea and Newbridge for lunch. Please ensure that you let Denis Woodford know if you are coming

Thank you to Andrew Russ and Norm Rutherford and Sharyn Hadson for the photos in this issue.

The Australia Day run to Lyndhurst.

25 people ventured out to the Sports Ground at Lyndhurst where we enjoyed a nice barbecue lunch cooked by David White and Dennis Woodford. A great day was enjoyed by everyone in attendance and I would like to thank everyone who attended and a big thank you to Dave White for his organisation of the day and Denis Woodford for helping to cook the BBQ. Andrew.



Morris Commercial Cars.

Morris Commercial Cars Limited is a British manufacturer of commercial vehicles formed by William Morris, founder of Morris Motors Limited, to continue the business of E G Wrigley and Company which he purchased as of 1 January 1924.

The marque was re-launched in 2017 when a proposal for all-new electric J-Type was announced, which was unveiled in November 2019.

The History.

1953 Morris Commercial LC5
Morris bought the assets of Soho, Birmingham axle manufacturer E.G. Wrigley and Company after it was placed in liquidation late in 1923. Up until that point a small number of commercial vehicle variants of Morris cars were built at the Morris plant at Cowley, but with the newly acquired plant in Foundry Lane, Soho, Birmingham serious production began.



In 1932 the business was moved a few miles across Birmingham to the former Wolseley factory in Adderley Park. As a response to success of the American-owned Ford and Bedford truck brands, in 1934 and 1935 the radiator badge incorporated the text "British to the Backbone". This somewhat jingoist design remained in use until the end of the war.

In 1936 Morris sold the company into his Morris Motors Limited. The use of the *Morris Commercial* brand name continued until 1968 when British Motor Holdings, by then the parent of Austin as well as Morris, merged with the Leyland Motor Corporation to form the British Leyland Motor Corporation.

In wartime commercial vehicles in the Morris range were produced for military use – such as the Morris C8 field artillery tractor (FAT) and Morris CS8 15 cwt truck. Morris Commercial also built vehicles such as the Terrapin amphibious carrier while Nuffield Mechanisations also built a number of armoured vehicles.

During the 1960s the light trucks and forward-control J4 light vans produced by Austin and Morris commercial were identical. The J4 was developed into the Sherpa in 1974 by British Leyland and later derivatives of this design survived well into the 2000s as the LDV Pilot/Convoy.



While production of the light vans remained concentrated on the Birmingham Adderley Park site, production of the F-series and W-series light trucks moved to Scotland with the opening in 1960 of the company's Bathgate plant. The Adderley Park plant was closed in 1971 and demolished shortly afterwards. The light trucks in the 1960s included the FF, a forward-control design introduced in 1958, along with the WF which was a sibling vehicle with the driver placed behind the engine rather than on top of it. The updated version of the FF, the FJ, appeared in 1964; it featured a split-circuit braking system, a novelty in this class of vehicle. The FF remained in production and the two vehicles were offered side by side: in this class the BMC trucks were nevertheless out-competed in terms of domestic market sales volumes by Bedford and Ford (with their Thames).

Austin/Morris commercial vehicles in the 1960s also included the Austin/Morris FG-series an unusual-looking urban delivery truck with driver doors set at an angle at the rear corners of the cab to permit access in confined spaces.

In 2017, Morris Commercial Ltd announced a proposal to resurrect the Morris Commercial brand. It proposes an all-new electric J-Type light commercial vehicle with a 90-mile (145 km) range and a top speed of around 90 mph (145 km/h).

Taxicabs.

1929 Morris-Commercial International Taxicab *Uncle Lima*
Morris-Commercial G2SW London Taxicab 2½-litre 1938 Morris-Commercial Super-Six London Taxicab 1.7-litre 1939

A new brand of London taxicab was announced on 9 February 1929. Built in accordance with New Scotland Yard regulations the new Morris-Commercial International taxicab was up to date and convenient in detail. Safety glass was fitted throughout, upholstery was real hide, a passenger need only press a button and speak in an ordinary voice and a microphone would communicate it to the driver.



The cab's overall dimensions were 13 ft 6 in (411 cm) in length, 5 ft 8 in (173 cm) width, and 7 ft 2 in (218 cm) in height.

The 4-cylinder engine, single dry plate clutch and four-speed gearbox were a unit like that on the standard 30cwt Morris-Commercial vehicle. Four wheel brakes would have been better, reported *The Times* but the rear brakes supplied were efficient, the steel artillery wheels detachable. The average turning circle was 24 ft 9 in (7.5 m), wheelbase and track measured 9 ft (274 cm) and 4 ft 8 in (142 cm) respectively.

Carrying four passengers the taxicab had "plenty of speed" and four forward gears and was suitable for the country as well as London. The engine's four cylinders have a bore and stroke of 80 and 125 mm giving a displacement of 2,513 cc (153 cu in) and a tax rating of

15.87 hp. The engine had side valves with tappets easily reached for adjustment, the generator and magneto being driven in tandem. The cooling water circulated naturally. Such parts as the carburettor were easily accessible. The speed lever worked in a visible gate with a stop for reverse. The three-quarter floating back axle was driven by overhead worm gear from an enclosed propellor shaft. The springs were semi-elliptical and beneath the frame, those in front were flat and splayed while those at the back were underhung. Shock absorbers were provided. The chassis weighed 18 long cwt (2,016 lb; 914 kg).

were succeeded by Nuffield Oxford Taxis.



These vehicles

XX

CLUB FOR SALES.

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



XX

For Sale. 1934 triumph motorcycle, 350cc, twin exhaust port head. Registered on club plates, older restoration, \$18,000 or near offer please, Located in Bathurst NSW. For more information call



XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From.. Chris Roche. chris69861@gmail.com
Hi, I'm sending you this as you are listed as the Car Club contact on the <https://historicmotoring.com.au/member-clubs/> website

Firstly, I've decided to sell my 1958 Carapark Caravan that has undergone a 'down to the frame' restoration and would love to see it go to an enthusiast who appreciates it. It's currently listed to view on Gumtree (Ad ID 1319757389) and Facebook Marketplace (search 'carapark caravan') but I thought I'd add a few photos here for starters. Please share with your club members. Regards, Chris. 0407 221 075



February Run to Portland.

27 people left Mc Donalds to travel to Portland. From Mc Donalds we travelled to the Ampol Service station at Yetholme where we enjoyed a nice morning tea and a good catch up with everyone. From Yetholme we travelled to the Coronation Hotel at Portland where we enjoyed a delicious lunch. A big thank you to Bob Callender for organising the day and thank you to everyone who came and helped to make it a successful day.



Presidents report on the run.

We all meet at our usual starting point Macca's in town. At 9.40 we headed off to our morning tea stop which was the Ampol Service Station at Yetholme. More members joined us there and a leisurely morning tea followed. All members departed at 11.15 and proceeded down the Great Western Highway to Rydal Road turning left and heading towards Wallarang. Turned left at T intersection at end of Rydal Road heading to Portland arriving at 11.45. Lunch was at the Pub, dining room set aside for us. Drink orders taken then everyone ordered their lunch from a great selection of food from the menu.

A good report on the food from members, everyone enjoyed the day and headed back to Bathurst. Total of 27 members attended. Andrew Russ took some photos of the day and will pass them onto our Editor. Thanks to all who attended Bob Callender



XX

[Bill Pearson Old Motor Racing Photographs - Australia](#)

Last week I posted a picture of the first race at Mount Panorama pits in 1938, and was quite surprised by the level of response, with numbers of likes and shares rarely seen on this page. I also got requests if I had any more, I could share, so here is what I have drawn together for you... the "Bill Pearson Bathurst Archive Collection" if you like. As a motor sport photographer myself from the 1960s and 70s, I have had my own pictures collected by others of note, who then put their own logos over them, commercially claiming them without my permission or payment. So, I have refrained from doing the same. I have however digitally de-noised, enhanced, sharpened and sepia toned them to unify and preserve them at their best. You may have seen a few of them before, but I guarantee you will find many you have not, and all at a higher quality level.



Although I cannot credit the photographers by name, I have a pretty good idea who they were. Remember in 1938 still cameras were financially beyond the reach of everyone as Australia came out of the Great Depression, except press photographers working for newspapers – in the case of these pictures mostly the Bathurst Western Advocate and the Wellington Times. In these earliest years it would have been impractical for the Sydney press to venture this far west.

Their tool of choice was the Speed Graflex 5 x 7inch plate camera, made of light wood with brass shutters and lenses. Film speed (or rather plate speed) was very limited – only a few ISO at most!

This, combined with rather slow lenses, meant that long exposures were necessary at any time of day, no matter the subject. So, their work was nearly always taken statically, any movement (like a racing car), sliding past the camera lens, rather than panning with it. But the quality, sharpness and depth of field they got with these huge negatives almost matches that of today's digital cameras. Enjoy Mount Panorama from 1938 to the early 1940s!



Story and photos by [Bill Pearson](#).



The DIVCO Delivery Trucks.



Divco was a brand name of delivery trucks built and marketed in the United States. Divco is an acronym which stands for Detroit Industrial Vehicles Company. Divco became known for its multi-stop delivery trucks, particularly in use as home delivery vehicles by dairy producers. From 1926 until 1986, Divco produced trucks of various sizes and job descriptions.

History.

The **chief** engineer of the Detroit Electric Vehicle Company, George Bacon, suggested using a gasoline engine for their line of delivery vehicles to overcome limits on their range and performance in cold weather. Because his bosses refused, Bacon left the company and with a group of investors, established the Detroit Industrial Vehicle Company in 1926.^[2]

The first Divco "Model A" were boxy, practical vehicles. High organizational costs meant the company went through a reorganization in 1927. In 1928, a larger, more conventional "Model G" was introduced that evolved into the "Model S" that was

manufactured into the 1930s. During the Great Depression the company was bought out by Continental Motors Company, which supplied most of the engines installed in Divco trucks, and then spun off from Continental in 1936 to be acquired by Twin Coach, thus becoming "Divco-Twin."

A new design was introduced in 1937 featuring a welded all-steel van body and a snub-nosed hood, a model that was manufactured with almost no changes up to the end of the line in 1986. Along with the new "Model U", the company built a new production facility on the outskirts of Detroit.

With most Divco trucks, controls allowed driving while standing, including throttle and brake mounted on the steering column. The early models were not refrigerated, with perishable loads such as milk crates loaded and then covered with ice — making the trucks prone to rust from the inside out. The company marketed to fleet buyers promoting their trucks as "a bigger value when you buy, produces more profit in your delivery operation, is worth more when you trade."

In 1957, Divco merged with the Wayne Works in Richmond, Indiana, to form Divco-Wayne. During the Divco-Wayne era, some Divco trucks were modified with seats and windows from the Wayne Works to produce a Divco Dividend Bus. Very few of these units were built between 1959 and 1961. The truck manufacturing of Divco-Wayne continued to be through the Divco portion. Divco was spun off from the company in 1968, and production was moved from Detroit to Delaware, Ohio, in 1969 Production ended in 1986.

Wayne continued manufacturing buses until bankruptcy and liquidation in 1992.



The Classic & enthusiasts motorcycle Clubs Orange run. Norm Rutherford.

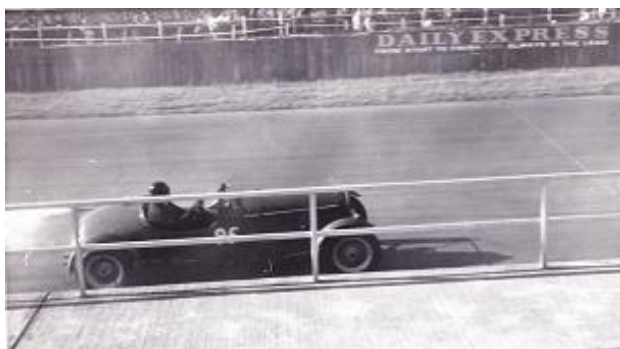
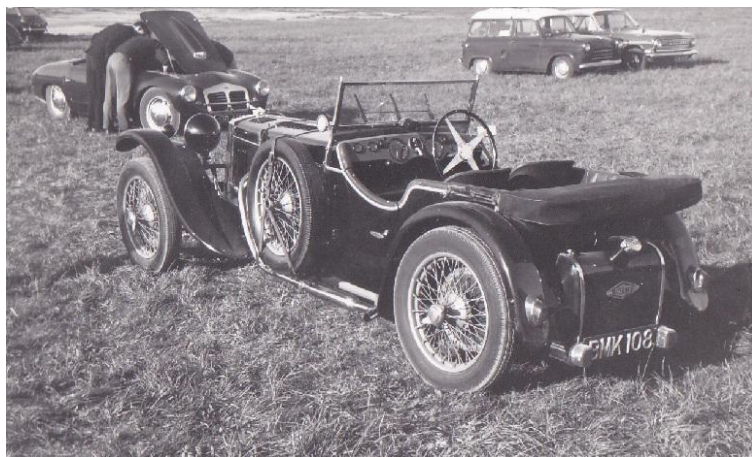
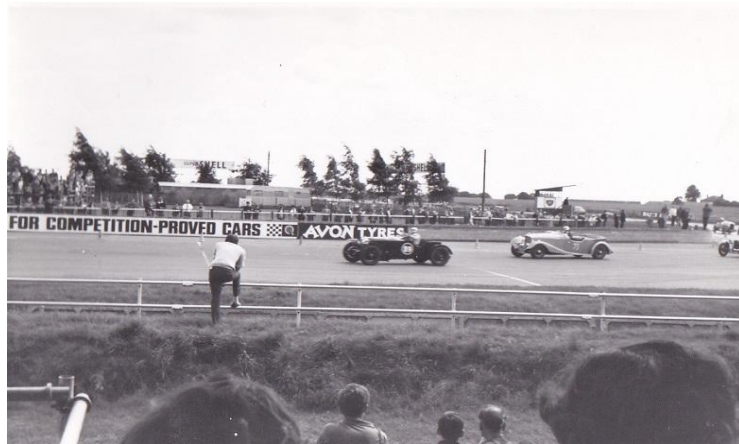
The Classic & enthusiasts motorcycle Clubs Orange branch held their annual rally based at the old scout camp lake Canobolas on the weekend 17/18th Feb.

Ninety-five bikes attended the excellent event with Norm Rutherford, John Hodges, Peter Williams, Don Sinclair & Brian Coles attending. Norm rode his Honda550/4 John Suzuki 1400, Peter Honda 900, Don Kawasaki 650 & Brian BMW R100 RS.

The fabulous Saturday ride took us through wonderful country roads to end up at Stuart Town after just over two hundred klms. Two small schools catered for morning tea & lunch & left none of us underfed. As usual it was a first-class event, well organised & attended by wonderful people. Cheers Norm.



**Photos from the Vintage Sports Car Club rally at Silverstone circuit in 1965.
These photos have been supplied by Sharyn Hadson, thank you. Ray**



**Cheap WW2 Bikes for sale.
England bundles of 5 to be sold as
scrap 1946**

**At the end of WW2 in Europe,
(MAY 1945), Hundreds of disabled
vehicles littered the roads and farm
fields of FRANCE and GERMANY.
Tanks, trucks, planes, were left as
wreckage everywhere.**

**What happened to most of it? - It
was sold as scrap to metal dealers,
and cut up on the spot with
acetylene torches.**

**The allied forces recovered a lot of
equipment that could be repaired or
salvaged for use in their own armies.
For years after the war ended small
arms like pistols, rifles, and even
machine guns kept turning up all over Europe. Mines had been laid over vast areas, and had to be removed.**

The rubble of bombed out cities in GERMANY took years to remove. As late as the early 1950's many German cities had huge piles of brick 3 stories tall where buildings had once stood. Many people my age can remember the ARMY / NAVY surplus stores that sold military goods that was no longer needed. In FRANCE children grew up playing on TIGER TANKS that had been pushed off the road and left there for many years before it could finally be towed away. Remember that these tracked monsters weighed around 50 tons, and if it won't run, it has to be dragged away. It was that or cut it to pieces right where it sat.

SORRY, ALL SOLD. You are to late as sold 77 years ago.

XX



1908/1910 This one had a hard hit.



**BATHURST HISTORIC CAR CLUB Inc
PO. BOX. 254. BATHURST NSW. 2795**

**PRINT POST
Publication
Number
100029027**

The Spoke’N Word ” is the official magazine for the “Bathurst Historic Car Club”