



The Spoke'N Word

BATHURST HISTORIC CAR CLUB

OCTOBER 2023

www.bathursthistoriccarclub.com

Change of club

meeting night

date.

17 th October.

The hall is in use on our normal night with

Voting.

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ram360.bc@

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borlo555

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Dave White
Peter Williams
Vehicle Inspectors to call.
Peter Williams,
Ian Hadson,
Ralph McKay,
Nick Clancey,
Peter Borland

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A message from the President.

Hi all, another month over, Christmas is looming closer as the year races to the end.

The SEPTEMBER run to Lower Portland went extremely well with 14 members attending. Had a morning cuppa at Pie in the Sky just the other side of Bilpin then lunch at Paradise Gardens Cafe at lower Portland on the Hawksbury River. Thank you to all attendees.

October run is being organized by Dave White look out for details, also Dave is organizing a weekend run to Qurindi in November.

Rego inspection day is in November so make sure your vehicles are up to scratch for the inspectors and your Club Fees are paid (if not financial no rego) Please remember meeting night change, OCTOBER MEETING WILL BE THE 17TH NOT THE 10TH AS HALL IS BOOKED OUT TO ELECTROL COMMISSION RE VOTING ON 14TH OCTOBER. DONT FORGET DAYLIGHT SAVING COMES INTO EFECT 1st OCTOBER.

Happy motoring Bob.

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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 000

Account Number

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Last seen going under Tuncurry bridge on way to Tassie, if found please direct back to Raglin.



BATHURST HISTORIC CAR CLUB 8 AUGUST 2023.

MINUTES GENERAL MEETING

12 SEPTEMBER 2023 MINUTES GENERAL MEETING

MEETING OPENED: 7.30 PM Charlotte Street Bathurst NSW

ATTENDANCE: As per the Attendance Book - 50.

APOLOGIES: As per the attendance book – 17

Moved: Ted Reedy Seconded: David White

VISITORS PRESENT: Neil Bayliss

NEW MEMBERS: Darren Johnson. To pay membership fees.

WELFARE & VALE:

PREVIOUS MINUTES: 8 August 2023 as published in the BHCC magazine.

Moved: Andrew Russ Seconded: Joe Dibley that the minutes be accepted.

BUSINESS ARISING FROM THE MINUTES: Nil

CORRESPONDENCE:

Received: Various other club magazines. Bay to Birdwood car run registration. Riverwood Vintage Car Club visit to Bathurst Jan 24. Bathurst Council camp ground invoice for swap meet. Australian Heritage Motor Foundation economic survey. Dave McInroy updated current members and vehicles. Tarago Classic car and bike show 29/10. Chrome Fest festival Central Coast 27 – 29 October 2023. Central Tablelands Car Club Orange pre 1931 run 2-5 May 2024.

Anonymous mail with 1945 letter correspondence between General Motors USA and General Motors Holden regarding the development/design of first Holden.

Sent: Nil

Moved: Al Peterson Seconded: Paul Basher that the correspondence be received.

BUSINESS ARISING FROM CORRESPONDENCE: Nil

TREASURERS REPORT: Paul Finnerty provided a detailed financial report on the Club finances and preliminary report on swap meet result. Surplus Club funds to be transferred to an interest-bearing Term Deposit at the bank.

Moved: Lee-Ann Hagney Seconded: Norm Rutherford the Treasurer's Report be received.

MAGAZINE EDITORS REPORT: Ray Green (on his soap box) is keen to receive stories and articles from members about their vehicles or other interesting stories for the magazine.

EVENT DIRECTORS REPORT: Andrew Russ advised the 2023 Club Christmas function will be held at the Robin Hood Hotel Orange on 10 December.

EVENTS RUNS

24/9 Distinguished Gentleman's run Bathurst. Neale Bayliss advised charity event for men's health. Refer to their website for details.

15/10 Club run to Kandos. Dave White for details.

18/11 Zig Zag railway. Dave McInroy for details

25/11 overnight Club run to Quirindi. Dave White for details.

2023 SWAP MEET SUB-COMMITTEE REPORT: Lee-Ann Hagney reported on the great success of the Swap Meet and the new venue. Lee-Ann thanked the committee and volunteers for their outstanding and huge effort. The Bathurst Council were extremely helpful. Sponsors and stall holders feedback very positive and keen to attend in 2024. It was suggested that Lee-Ann head up the 2024 Swap Meet.

2024 GOLD COUNTRY TOUR: Bob Callender suggested the need to form a committee for this event ASAP to commence planning.

GENERAL BUSINESS: Executive Committee to discuss charity donations.

Secretary to write and thank the Yetholme Hall for their generous hospitality.

Ted Reedy advised he has reserved Facebook names for the Bathurst Historical Car Club, Bathurst Swap Meet, and Bathurst Gold Country Tour. To be placed on the agenda for the Executive Committee meeting 10 October.

Next General meeting is 7.30 pm 17 October due to the hall being used for the Referendum.

The Meeting closed at 8.17 PM. **GREG TAIT. Secretary**

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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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.

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Club President Bob Callender asks that you please note the following date:

The October Club Meeting will be postponed by one week to Tuesday 17th October as the Electoral Commission will have the use of the Guides Hall.

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The October Club RUN will be to Kandos on the 15th. We will visit the old Kandos railway station and the cement works museum. Lunch will be in Rylstone at the sportsground. BYO picnic / grab a pie etc from the bakery or whatever you choose.

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Ladies run for 28th October will have an earlier start meeting at McDonalds at 10am for a 1030 start heading to Neville. Can everyone please RSVP to Kim or Pat by the 21st October. Cheers Pat and Kim. call 0408025143 or 0407413421 to book. If no RSVP received you will not be catered for.

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Midweek coffee run for October will be on Wednesday the 25th, meet at Maccas. See Bob for details.

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Ruth and I will be attending the Zig Zag Railway on Saturday 18th November 2023, as part of a Hillman Owners Club of Australia Run.

Tickets can be purchased online at www.zigzagrailway.au/tickets/ We are booked on the 12:30 ride. Prices – Child \$27.50, Senior concession \$27.50, Adult \$45.00, Family (2 adults, 2 children) \$120.00. While there are some facilities, we are treating the day as a self-sufficient Picnic style event.

If BHCC Members wish to join us, we will make a day of it and have a run before getting there, If you are joining Ruth and I, please let us know so we can all meet at Maccas at 9:00 for a 9:30 start. David McInroy

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The Club Rego Day will be held on Sunday 19th November. Look out for further details in the club magazine and on the website

The Club Christmas Party will be held on Sunday 10th December at the Robin Hood Hotel in Orange. More details will be available at the October meeting. If anyone needs to contact me please ensure that you do so after 600pm and before 830 pm as I am at work during the day and am unable to answer the phone. I would also prefer SMS if replying to events. I can also be emailed on coolrussy@hotmail.com

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NOVEMBER WEEKEND TRIP TO QUIRINDI. Saturday 25th we will visit Bob's shed which is a museum focusing on 70's Holdens / 50's. See details later in this issue.

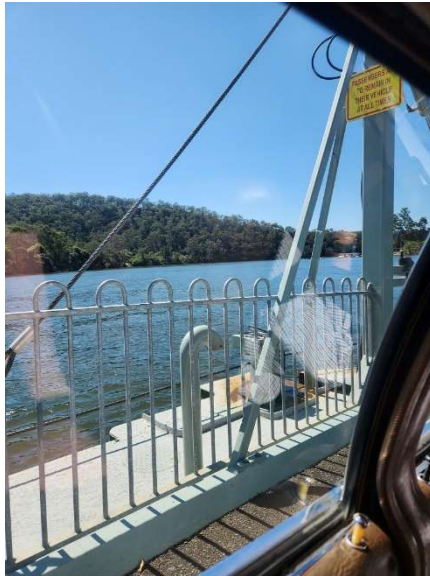
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November ladies run will be pushed back a week to 2nd December. This will be our last run for the year! Meeting at McDonalds 11 for 1130.

Our first run in 2024 will be January 28th with more details closer to the time.

Presidents run to the Hawkesbury.

12 people attended our run to Lower Portland on the Hawkesbury River on the 17th of September. Upon leaving Mc Donalds we drove through Lithgow before heading along the Bells Line of Road to Kurrajong Heights where we enjoyed a nice morning tea and catch up with everyone. From Kurrajong Heights we headed to Lower Portland where we enjoyed a lovely lunch on the river and a small display of Valiants and chargers. A big thank you to our President Bob Callender for organising the Day and everyone who attended whether they were in their club cars or daily drivers. Photos from Andrew.



September 19, 1909 – Ferry Porsche is born

Ferdinand Anton Ernst “Ferry” Porsche, born on September 19, 1909, in Wiener Neustadt, Austria, was an automotive engineer and entrepreneur who played a pivotal role in shaping the automotive industry, particularly through the creation of one of the most iconic sports car brands in the world: Porsche. While his father may get most of the credit, Ferry indeed put the legwork in to launch one of the most successful sports cars brands the world has ever known.



From left to right, Erwin Komenda, Ferry Porsche and Ferdinand Porsche, with the Porsche 356/1 (Porsche)

Early life of Ferry Porsche. Ferry Porsche was born into a family deeply rooted in the automotive world. His father, Ferdinand Porsche, was a renowned automotive engineer and the founder of Porsche’s predecessor, Dr. Ing. h.c. F. Porsche GmbH, which later became Porsche AG. Young Ferry grew up in an environment filled with mechanical innovation and engineering discussions. His early exposure to automobiles and engineering principles set the stage for his future endeavours. Ferry Porsche pursued his passion for engineering and automobiles at the Technical University of Stuttgart, where he studied mechanical engineering. After completing his education, he gained practical experience by working at various automotive companies, including Steyr Automobile in Austria and Daimler-Benz in Germany.

The birth of the Porsche 356.

Ferry’s life took a decisive turn when he joined his father’s engineering firm in the early 1930s. The senior Porsche, Ferdinand, had already made a name for himself by designing the Volkswagen Beetle, an achievement that would later be hailed as one of the most influential in automotive history. However, it was Ferry who recognized the potential to create a sports car based on the Volkswagen’s platform.



In 1948, under Ferry’s leadership and in partnership with [Erwin Komenda](#), the Porsche 356 was born. This sleek, rear-engine sports car became the first production vehicle to bear the Porsche name. The 356 was an immediate success, not only because of its performance but also for its elegant design. This marked the beginning of Porsche as a sports car manufacturer and set the stage for the brand’s legendary 911 model, which would be introduced in the 1960s and become an iconic symbol of precision engineering and driving pleasure.

Ferry Porsche’s vision extended beyond creating exceptional road cars. He was an avid motorsport enthusiast and believed in the “racing improves the breed” philosophy. Under his guidance, Porsche became a dominant force in motorsport, achieving numerous victories in prestigious events like the 24 Hours of Le Mans, the Targa Florio, and the Carrera Pan Americana.

The Porsche 911, introduced in 1963, was a testament to Ferry’s commitment to both performance and innovation. However, it was his son, Ferdinand Alexander that shaped the vehicle and gave it its timeless design and rear-engine layout. This style became synonymous with the Porsche brand, and the 911 remains a cornerstone of Porsche’s lineup to this day. The 911’s continued success and evolution are a testament to Ferry Porsche’s dedication to perfection.

The legacy of Ferry Porsche.

Ferry Porsche with the 1,000,000th Porsche in 1996. (Porsche)

Ferry Porsche’s influence on the automotive industry cannot be overstated. He not only contributed to the development of iconic sports cars but also fostered a culture of engineering excellence and innovation within the company. His passion for racing and his belief in pushing the boundaries of what was possible in automotive technology paved the way for Porsche’s dominance in motorsport and the development of groundbreaking technologies like the Porsche Doppelkupplung (PDK) transmission and hybrid powertrains.



Ferry Porsche’s commitment to his father’s vision and his own determination to build exceptional sports cars laid the foundation for the enduring success of Porsche as a brand. Under his leadership, Porsche expanded from a small sports car manufacturer to a globally recognized and respected automotive powerhouse. Ferry Porsche remained actively involved in the company until his retirement in 1972 when he handed over the reins to his son, Ferdinand Alexander “Butzi” Porsche. He continued to serve on Porsche’s supervisory board until his passing on March 27, 1998, in Zell am See, Austria. Porsche continues to Honor the legacy of Ferdinand and Ferry through superior design and performance.

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NOW THIS IS THE RACING I WANT TO SEE AT THE MOUNT.



Purple People-Eater: The 1970 Mustang Milano.

Ford Motor Company wowed the crowds on the 1970 auto show circuit with this far-out Mustang hatchback concept.

First displayed at the Chicago Auto Show in February 1970 at the International Amphitheatre, the Mustang Milano was one of a fleet of five Fords specially customized for the car show circuit that year. And while it never reached production, the Milano did foreshadow some significant future Mustang features—including the hatchback roof. Based on a production 1970 Mustang body shell but with radically different lines, the

Milano was just 43 inches tall, seven inches lower than a standard showroom Sports roof. The low roofline and radically laid-back windshield—67 degrees—created an almost bullet-like overall silhouette. To our eyes, the squared-off nose bears a strong resemblance to the '69-'70 Shelby Mustang front snout, and to the production '71-'73 Mustang nose as well. Ford press releases called the flamboyant paint colour “Ultra Violet,” setting it off with a leather interior with high-back bucket seats in bold lavender and contrasting rainbow stripes. A set of matching luggage, also in lavender leather, stowed in the rear compartment.

The Milano's giant tail lamps boasted a novel three-color warning system: Under acceleration the lamps glowed green, turned amber while coasting, and lit up in red like conventional brake lamps when stopping. The cast-aluminum lace wheels with wire-wheel motif remind us of the once-popular Appliance Wheels aftermarket pieces that were introduced around that same time, and they rode on specially constructed Firestone F60x15 tires with raised white letters. According to the Ford press materials, “The uniquely styled rear deck lid, complete with built in air spoiler, is similar to tailgates on some European station wagons. Hinged at the top, the deck lid and backlite open electrically just above the taillights to provide generous accessibility to the rear luggage compartment.” So, it seems Ford had the hatchback concept down pat—just not the term “hatchback.” Here the rear hatch area is large enough to swallow up two fashion models, not nearly as roomy as the handy but smaller cargo space on the 1974 Mustang II hatchback. We don't know what became of the Milano but as with so many Motor City show cars, it is presumed destroyed.



NOVEMBER WEEKEND TRIP TO QUIRINDI. Saturday 25th we will visit Bob's shed which is a museum focusing on 70's Holdens / 50's supermarkets & taverns along with large quantities of motoring memorabilia. Sunday 26th we will visit the rail museum at Werris Creek on the way home. Some members are planning to stay Sunday night to visit burning mountain on their way home. Should you wish to attend I suggest you book as soon as possible as accommodation in Quirindi is often booked out.

**Accommodation options are: BEST WESTERN MOTEL 6746199
SUNFLOWER MOTEL 67461777 HENRY'S QUIRINDI 67461166**

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SPEEDWAY SNIPPETS FROM DAYS GONE BY with Trevor Luck

SPEEDWAY ROYALE - SYDNEY
SHOWGROUND

JANUARY 12 to FEBRUARY 2, 1963
50 LAP STOCK CAR/AUSTRALIAN
SIDECAR CHAMPIONSHIP / SPEEDCAR
'SYDNEY CUP' JANUARY 12:

Our American visitor BOB TATTERSALL was certainly in the mood last meeting, taking out three races from four starts and breaking two race records, this despite starting off the night spinning out in front of the pits during the international match race.

English Solo star MIKE BROADBANK made a one-night appearance and certainly justified the publicity awarded him by the press as one of the most spectacular riders in the world today. He was in devastating form and won a clean sweep in three out of three events.

January 19: Next week we are hosting the National 175th Anniversary celebrations with the SIDECAR CHAMPIONSHIP OF AUSTRALIA.

The eight riders contesting have been selected by the Australian Speedway Control Board.

From South Australia come Bruce Kelley/Len Bowes/Don Willison.

From Queensland come Sandy McCrae/Ron Johnson.

From Victoria comes Terry Gibbard and from NSW come Bill Bingham/Doug Robson.

Reserve riders are Les Stacey/Bob Levy.

The event will be run over six heats and the four highest point scorers will contest the final.



JANUARY 26

The AUSTRALIAN SIDECAR CHAMPIONSHIP provided some of the best three-wheel action seen at the Royale for a long time. Congratulations go to Ron Johnson who won the final well from Don Willison and Sandy McCrae. Local favourite Bill Bingham easily made the final but finished 'on the grass' after missing a gear at the start. Sidecar riders are truly 'iron men' but Don Willison surely is at the top of the iron man tree. He competed in Adelaide on Friday night and the next day drove to Sydney - 900 odd miles - to compete in the Championship in which he notched a very creditable second place. After a well-deserved night's sleep, he left on the return journey. Must have been a tired guy when he reported for work on Monday!

FEBRUARY 2

Short Circuit champion JIM AIREY continues to improve and after commencing on the gate at the start of the season is now back to the 60-yard mark.

Jim rode Bob Sharp's ESO machine last week and was really flying in the scratch race when he came down on the pit bend - an experience which should help him.

He is easily leading in the season's point score for the handicap races and looks a comfortable winner for the prize.

This story appeared in Speedway World – September 2023.

Automobiles Darracq France.

In 1953, a British film directed by Henry Cornelius, Genevieve, featured a 1904 Darracq as its centrepiece. The film sparked an increase in collecting and restoring vintage automobiles. In the 100th episode of Wheeler Dealers, Mike Brewer and Edd China restore a 1903 Darracq, borrowed from the Haynes International Motor Museum, to working order and drove it in the veteran car run from London to Brighton. This project was inspired by the movie.



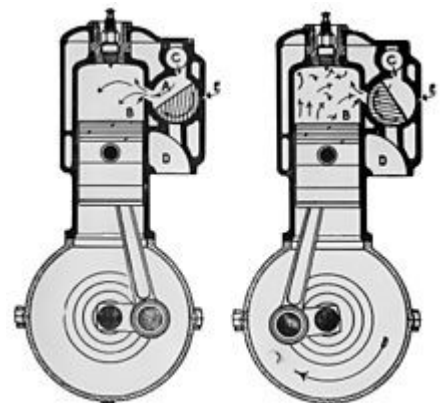
But Darracq made many other vehicles.

Darracq holder of six world speed records, a Darracq et Cie prospered. By 1903, four models were offered: a 1.1-litre single, a 1.3 L and 1.9 L twin, and a 3.8 L four. The 1904 models abandoned fitch-plated wood chassis for pressed steel, and the new Flying Fifteen, powered by a 3-litre four, had its chassis made from a single sheet of steel. This car was Alexandre Darracq's *chef d'oeuvre*. There was nothing outstanding in its design but "every part was in such perfect balance and harmony" it became an outstanding model. Its exceptional quality helped the company capture a ten percent share of the French auto market. In late 1904 the chairman reported sales were up by 20 per cent though increased costs meant the profit had risen more slowly. But what was more important was they had many more orders than they could fill and the only solution was to enlarge the factory by as much as 50 per cent. Twelve months later, the chairman was able to tell shareholders all the six speed records of the automobile world were held by Darracq cars and they had all been held more than twelve months and yet another had recently been added by K Lee Guinness. Cabs. An order was accepted from a M. Charley for several thousand cabs to sell to franchised operators in major European and American cities. Darracq ordered 4,000 chassis frames and built a new factory beside the existing one but except in New York the cabs were not as popular as the Renault and Unic competition. In 1907 one-third of New York's 1,800 cabs were Darracqs. It was useful business during the recession of 1908 but Darracq turned his attention to heavy motor vehicles. Steam buses, joint venture into steam buses designed by Leon Serpollet was not a success. Only twenty were sold, and Darracq and Co lost money on the project. London's Darracq-Serpollet Omnibus Company incorporated in May 1906 was hampered by delays in building a new factory then by the death by cancer of 48-year old Serpollet in early 1907. The nurse of either Mr Nickols or Mr Karlake believed the steam buses would blow up and would not allow any of her charges to travel on one. The unpopular buses proved to have a brief uneconomic service life and their manufacturer was liquidated in 1912. Darracq and Co had to write off an investment of £156,000, a substantial portion of their capital.

Aviation. In 1907 Alexandre Darracq became interested in aviation and by 1909 Darracq S.A. were building light aero engines, used by Louis Blériot and Alberto Santos-Dumont. They were clearly based on their racing engines. There may have been just the two built. The Darracq engined Demoiselle of Alberto Santos-Dumont.



Competition. Darracq rotary-valve engine. After 1907 it became harder to sell Darracq's cars, prices had to be cut, new models did not attract the expected custom. Returning to Alexandre Darracq's 1898 idea to build low-cost, good-quality cars, much as Henry Ford was doing with the Model T, Darracq S.A. introduced a £260 14–16 hp (10–12 kW; 14–16 PS) model at the very end of 1911. These, at the founder's insistence, would all be cursed with the Henriod rotary valve engine, which was underpowered and prone to seizing. The new engine's failure was reported by Darracq & Company London to its shareholders to be no more than the difficulty of achieving quantity production. It proved disastrous to the marque, and Alexandre Darracq would be obliged to **resign**. In late 1911 Alexandre Darracq was replaced by new manager, his former chief engineer, Paul Ribeyrolles former head of Gladiator inventor and motor racing enthusiast. In June 1912 Darracq resigned, he had already sold all his shares.



A main board director, Hopkins, was sent to Paris to take charge of general administration and former Rover Company chief engineer, Owen Clegg, was retrieved from USA where he was studying production methods at Darracq's expense and appointed works manager. At the end of 1912 the chairman reassured shareholders a return on their investment in the valveless motor would arrive in 1913.



By February 1913 shareholders had set up their own inquiry into the unsatisfactory position of their business and it reported poor co-operation between London and Suresnes, they had been pulling against each other, furthermore there had been considerable loss through "recent changes in personnel". The committee then went on record saying: "M. Darracq, as a typical Frenchman, probably possessed far more originality and initiative than any Englishman of corresponding situation, but, if he displayed a failing, it was that he, like most of his brilliant race, lacked the Englishman's pertinacity, and, after a time, seemed to lose interest, as it were, in his original conceptions without making any serious effort to strike out a fresh line."

The chairman of the investigating committee, Norman Craig, was appointed chairman of A Darracq and Company (1905). New works manager Owen Clegg, appointed in October 1912, designer of the proven Rover Twelve, sensibly copied the Twelve for Darracq & Co's new model. Before his appointment as works manager Clegg had spent 12 months in USA at Darracq's expense studying automobile production. The factory at Suresnes was retooled for mass production, making it one of the first in the industry to do so. The 16HP Clegg-Darracq was joined by an equally reliable 2.1-litre 12HP car, and soon the factory was turning out sixty cars a week; by 1914, 12,000 men rolled out fourteen cars a day.

First World War. During the First World War, Darracq S.A. switched to the production of various war materials. During 1916 these Suresnes assets were transferred to Société Anonyme Darracq, a new company incorporated in France for the purpose, British assets were transferred to a company named Darracq Motor Engineering Company Limited. A. Darracq and Company (1905) Limited was now no more than a holder of shares in these two businesses. After the War automobile production resumed as soon as the Suresnes factory had ceased making munitions, arms and planes. By the time of the Motor Show in October 1919 the prewar 16HP "Type V14" had returned to production, featuring a four-cylinder 2,940cc engine. But the manufacturer's big news at the Paris show was the 24HP "Type A", powered by a V8 4,584cc unit. This model had also been initiated by Managing Director Owen Clegg back in 1913, but production had been delayed by intervening events until 1919. The "Type A" featured four forward speeds and, from 1920, four-wheel brakes. Despite these innovative features, it did not sell well.

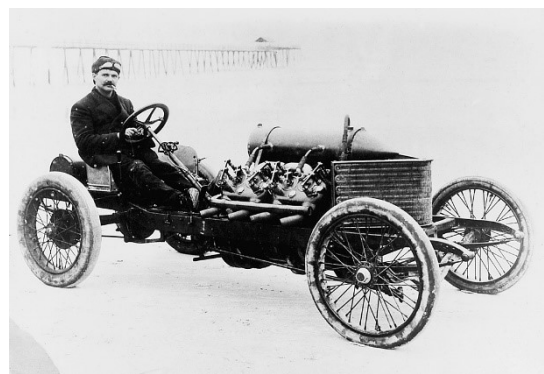
The French franc had suffered a sustained crisis of its own during the war years, and in May 1920 the "Type V" was listed at 35,000 francs in bare chassis form: a torpedo bodied car was priced at 40,000 francs. Even the "Type V", with its 3,150 mm (124 in) wheelbase, was substantial car, but for customers wanting more, a "Type A" appeared on the same list at 39,500 francs in bare chassis form, and 44,500 francs for a torpedo bodied car.

After the war the prewar 16HP V14 was the manufacturer's top-selling car in Britain.



1905 Darracq 200.

In December of 1905 driver Victor Hemery broke the outright land speed record with this Darracq 200. On a dirt road outside of Paris, he did the flying kilometer at a speed of 109.025 mph which held for only two months.



September 26, 1957 – The Vespa 400 is launched; gets 48 MPGs.

French scooter company ACMA introduced the Vespa 400 microcar in Monaco on this day in 1957. Company execs created much fanfare for the launch, as ACMA had invited three celebrity racing drivers to the press event. In its first year more than 12,000 were sold, but that number dropped significantly to 8,717 in 1959. Sales continued to slump until 1961 when popularity fell so far production ceased. Many people believe the fuel efficient, space saving car failed due to the minor inconvenience drivers went



through to mix oil with the gasoline when filling up the car's two stroke engine. You ever see Jerry Seinfeld in *Comedians in Cars Getting Coffee*? It's really good. Seinfeld owns a bunch of crazy cars. He might even have one of these, I'm not sure, haven't had a chance to ask him yet. You know what's really crazy about this car? It got 48 miles per gallon. In 1957.

The **Vespa 400** is a rear-engined microcar, produced by ACMA in Fourchambault, France, from 1957 until 1961 to the designs of the Italian Piaggio company. Three different versions were sold, the "Luxe" , "Tourisme" and "GT".

Specifications, Engine

Two cylinder, two stroke, air cooled. Bore, stroke: 63 mm x 63 mm (393 cc). Motor cyclists at the time were used to mixing oil into their fuel, but the manufacturer belatedly realised that this might compromise the 400's standing as a "car", and from the summer of 1958 "two stroke oil" was held in separate reservoir with a semi-automatic dispenser on the right side of the engine bay.



Compression ratio

6.4:1 with 13 hp, later increased respectively to 6.6:1 and 14 hp. During the summer of 1958 the cars were fitted with a semi-automatic device for adding oil to the fuel, but a fully automatic fuel mixing device was not included until two years later. Suspension, Four wheel independent. Four double acting hydraulic shock absorbers with coil springs. Front anti-roll bar.

Manual transmission

3 speed plus reverse, with 2nd & 3rd synchromesh. 4 speed available only in Europe markets.

Brakes

Hydraulically operated drums of 6.75 in (171 mm) diameter.

Performance

With only 14 hp (10 kW), top speed is 50 to 55 mph (80 to 90 km/h), depending on road grade, wind conditions, etc. Achieving top speed takes 25 seconds. Fuel economy is about 5 L/100 km (47.0 mpg-US).

Road test

Vespa 400 dashboard Vespa 400 engine, The British *Motor* magazine tested a 400 de luxe saloon in 1959 recording a top speed of 51.8 mph (83.4 km/h) and acceleration from 0-40 mph (64 km/h) in 23.0 seconds and a fuel consumption of 55.3 miles per imperial gallon (5.11 L/100 km; 46.0 mpg-US). The test car cost 351,725 "old" French Francs, cheaper than the 374,000 "old" French Francs domestic market starting price quoted towards the end of 1958 for the cheapest version of the larger but (even) less powerful Citroen 2CV.



September Ladies run Report.

On Saturday the 30th the ladies held another lunch run to Sweet Caramel. There were 11 ladies came along to help celebrate Loretta 70th birthday with all having a fine meal and great and enjoyable time was had by those present. Pat McKay.



Loretta and Maureen with the lovely box of flowers.



60 years of the 1000 race. Some early photos.



For the GMH fans.

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
 XXX

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

FOR SALE.
For sale, parts to suit XW / XY and other falcon bits. Some new and some used. Doors and door skins, front blinker lights, XW tail lamps, radio, over riders, front grilles, ¼ windows in frames, door glass, front guard's l/h, r/h.
For more details, please phone Gary on Gary
Photos can be supplied by contacting Ray the editor.
 XXX

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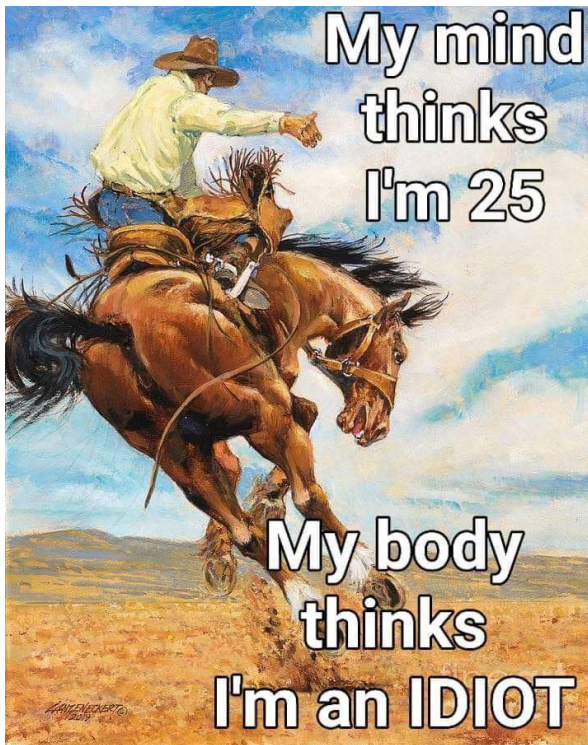
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