



* The Spoke'N Word

BATHURST HISTORIC CAR CLUB

SEPTEMBER 2023

www.bathursthistoriccarclub.com



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A word from the President.

Well, the swap meet is over and congratulations to the committee. As all reports saying it went of incredibly well seeing the 1st year at the site Mt Panorama. Thank you to ALL MEMBER'S FOR THERE SUPPORT AND HELP OVER THE WEEKEND.

Financially looking good a full report will be tabled later after all bills etc are finalised. Run held on the 13th by Norm Rutherford went off extremely well, told the ladies at Yetholme done a terrific job with plenty of cakes etc, plus tea and coffee. Onto September run this will be on Sunday 17th to Paradise Gardens Cafe at lower Portland on the Hawksbury River. It will be an earlier start due to distance meet Maccas car park 8.30am for 9am departure. Need names of people attending by MEETING NIGHT so as to let cafe know.

READ EVENTS PAGE FOR THIS EVENT
Happy motoring Bob Callender President

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Who to contact if you need information for the club?
Club information and daily running,
The secretary, President acting secretary.
About your subscription and accounts, contact the Treasurer, Paul.
The Events for times and places or if you would like to do a tour. Contact the Events Director, contact Andrew.
To update your personal information and car details, Plates Registrar, David.
Details about your magazine call Ray
To have your car inspection by one of the club inspectors, see list under inspectors.
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For those members wishing to pay your subs to the club account or other payments please use the below account with your name attached.
Reliance BSB 882 000 Account Number 9047867

BATHURST HISTORIC CAR CLUB 8 AUGUST 2023.

MINUTES GENERAL MEETING

MEETING OPENED: 7.30 PM. Charlotte Street Bathurst NSW

ATTENDANCE: As per the attendance book - 45

APOLOGIES: As per the attendance book - 14

VISITORS PRESENT: Sam Faraway No. 1, Liam Faraway No. 1, Darren Johnson No. 2

NEW MEMBERS: James Davies No. 3 to pay membership fees

Brian Cassell received membership card.

WELFARE & VALE:

PREVIOUS MINUTES OF 11 July 2023 as published in the BHCC magazine.

Moved: Al Peterson Seconded: Richard Siede that the minutes be accepted.

BUSINESS ARISING FROM THE MINUTES: NIL

CORRESPONDENCE:

Received: Bathurst Council \$260 camping fee statement for swap meet (paid).

Australian Motorlife Museum magazine. Drive lite newsletter from TfNSW.

Oberon Tarana Heritage Railway newsletter.

Reliance Bank. Bank statements.

Sent: NIL

Moved: Andrew Russ Seconded: Norm Rutherford the correspondence be received.

BUSINESS ARISING FROM CORRESPONDENCE: NIL

TREASURERS REPORT: Paul Finnerty.

Moved: Ray Green Seconded: Graeme Clarke the Treasurer's Report be received.

MAGAZINE EDITORS REPORT: Ray Green. Ray still looking for articles for the magazine. Tell us about your car(s) and history.

EVENT DIRECTORS REPORT: Andrew Russ. Christmas in July run to Tarana and Lithgow was a great day and well attended by 49 members.

EVENTS: 17 September run to Lower Portland. Approx 2.5 hours via Bells Line. There is a café and pub. Bob Callender for details.

15 October run to Kandos Museum and Rylstone. Dave White for details.

18 November Zig Zag Railway. Need to book tickets refer their website. Dave McInroy for details.

25/26 November preliminary notice run to Quirindi and visit private Holden car collection. Dave White to provide more details.

Non-Club events. 1 October Forbes Motorshow.

2023 SWAP MEET COMMITTEE REPORT: Lee Ann Hagney. Event 20 August.

Lee Ann has completed the roster for the day. See Lee Ann for your slot. Lee Ann would like some extra volunteer marshalls.

12 August 10.30am site tour at the Mount to familiarise volunteers. Enter off Mountain Straight paddock gate.

Campers and sellers will start to arrive Saturday afternoon.

Thanks to Milly for all her effort and work in advertising the event.

2024 GOLD COUNTRY TOUR: Nil.

REGISTRARS REPORT: Dave McInroy. 153 Family members. 272 Financial members. 278 vehicles.

Club runs listed in the magazine do not require Log Book entry. However if you detour away from the run on your way home you will need to fill in your Log Book
19 November will be car rego day. Location TBA.

MEMBERSHIP APPLICATIONS RECEIVED:

Sam Farraway, Liam Farraway

GENERAL BUSINESS: NIL

The Meeting closed at 8.14 PM. Supper was provided.

GREG TAIT

Secretary

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Adrian Lynch (Agro) passed away on the 12th of July 2023.

Agro was a long time Bathurst Historic Car Club active member. For most of Agro's membership he was a vehicle safety inspector. He volunteered his time to club rallies and events.

Agro enjoyed participating in the club monthly outings driving around in a 1935 Ford truck and a FJ Holden. Agro's passion was stationary engines and vintage tractors. Agro constantly researched these and became an authority.

Agro's family would like to thank everyone who attended his funeral. A special thanks to BHCC members who brought along their beautiful vintage cars, a wonderful tribute to Agro. A special thanks to Ted Reedy for getting the notice out so quickly at short notice.

Agro considered everyone a friend.

Agro was a character larger than life, you knew when he was in the room.

Agro's one liners, quick wit, weird sense of humour and friendship will be sadly missed.



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, it’s not hard to find some were to go and have picnic and something to see so come on and do your bit to make the runs interesting.

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

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SEPTEMBER Club run 17 th September TO LOWER PORTLAND- HAWKSURRY RIVER Early start due to distance meet at Maccas car park 8.30am for 9am departure.

From start go by Gt. Western Highway to Lithgow turning off to Bells Line of Road. Follow this to Kurrajong.

Turn left just pass traffic lights, travel 5km turning right onto East Kurrajong Road follow to the end. At "T" intersection turn left towards Lower Portland.

Approximately 8km from this intersection Watch out for Signs to RIVER PUNT cross over as you exit punt turn left and left again into Paradise Gardens Cafe.

RUN SHEETS WILL BE HANDED OUT AT THE START. NUMBERS NEEDED FOR THOSE ATTENDING BY SEPTEMBER MEETING SO AS TO LET CAFE KNOW. CONTACT BOB CALLENDER 0428220896 THANK YOU

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Ladies run for September is on the 30th September, meeting at McDonalds at 11am for 1130am. This run will go to Sweet Caramel for lunch. Can RSVP be in to Pat or Kim by 23rd September. Destination TBD. Cheers Pat and Kim

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

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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..

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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

Run Reports.

JULY Ladies Day. On Saturday the 29th July, we had 10 ladies join us for a delightful lunch. It was an enjoyable catch up, Kim and I hope all our friends are soon well a hope to see on our next run. Cheers, Kim and Pat.



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Norms Run to Yetholme.

Despite the weather approximately 20 people left Mc Donalds at 930 to drive to Yetholme. We travelled via Peel and Limkilns road before rejoining the Great Western highway where we travelled towards meadow Flat. From meadow flat we travelled to sunny corner where we had morning tea and had a look at an old cemetery in the district. We then travelled to the Yetholme Community Hall for lunch where we were well looked after by the local ladies. A big thankyou to Norm Rutherford for organising the day and the Yetholme ladies for looking after us all so well.



August Ladies Run. On the 26th August 9 ladies went to the Kelso hotel for the group meal, every one had a good meal and chat, thank you for coming along. Kim and Pat.



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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

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SWAP MEET SUCCESS

The 2023 Bathurst Swap Meet at Mount Panorama Wahluu was an outstanding success according to Swap Meet Coordinator, Lee-Ann Hagney. “We had great support from local media, particularly the Western Advocate and Radio 2BS as well as from Bathurst Regional Council and commercial sponsors” she said. “An estimated 1,500 people attended the event from a wide area, including Canberra, the Central Coast and Western Sydney while the more than 90 vendors came from an even wider area with some attended from Victoria and Queensland while one even came from Hobart”. Food and drinks were available from the Lions sausage sizzle, the Holy Family School food van and two coffee vans, all of which did a brisk trade.

Paul Basha, a member of the Swap Meet committee said that all the vendors he spoke with were very happy with the exciting new venue at Mount Panorama Wahluu. “They all said that they are keen to return next year” he added.

The President of the Bathurst Historic Car club, Bob Callender, said that he was delighted with the success of the event. “The club has been running the swap meet for more than 30 years, except for the past three years due to Covid. It is a very important event in the life of the club which the members look forward to each year” .







That folks is the bones of the swap meet.

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Message from David McInroy and Bob Callender re the perceivable changes to the club Rules to be moved at the next meeting. (by laws)

Hi members, Bob Callender has asked me to review *BHCC - Club Rule - Membership 01 - Membership (Ordinary) - V5* with regard to what constitutes a Financial Member.

Currently, a Financial Member is both the paid-up Member and their Partner.

This has become confusing when the paid-up Member and Partner drift apart, as they are both Financial Members but only the paid-up Member is the BHCC Member. This has ramifications with vehicles registered in the Partners name.

For clarity, I would suggest the proposal be put to the BHCC Members at a General Meeting.

1. Any Partners with vehicles on BHCC HVS/CVS registration be transferred to Full Membership for the rest of 2023.
2. Remove the line, *Each person of the Family Membership will considered a Financial Member.* from the *BHCC - Club Rule - Membership 01 - Membership (Ordinary) - V5* and create a Modified Club Rule.
3. Adopt the modified Rule *BHCC - Club Rule - Membership 01 - Membership (Ordinary) – V6.*

If the proposal is adopted, I will endeavour to contact the individual members – currently 4 - affected by the change.

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FOR SALES and WANTED.

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

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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.

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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.

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"FOR SALE" NEW TYRES and TUBES. 4 Straight wall Split Rim Tyres, 4.40 by 23 inch with new tubes to fit them, these were sent by mistake and will not fit the vehicle they were for. They will fit around 1924/25 Chevs. Vehicles and some Model T Fords. Please message call for details and price if you are interested, I can have them taken to Sydney for pick up. Ray Green.

Oldsmobile, the early days.

Oldsmobile (formally the **Oldsmobile Division of General Motors**) was a brand of American automobiles, produced for most of its existence by General Motors. Originally established as "Olds Motor Vehicle Company" by Ransom E. Olds in 1897, it produced over 35 million vehicles, including at least 14 million built at its Lansing, Michigan factory alone.

During its time as a division of General Motors, Oldsmobile slotted into the middle of GM's five passenger car divisions (above Chevrolet and Pontiac, but below Buick and Cadillac). It was also noted for several groundbreaking technologies and designs.

Oldsmobile's sales peaked at over one million annually from 1983 to 1986, but by the 1990s the division faced growing competition from premium import brands, and sales steadily declined. When it shut down in 2004, Oldsmobile was the oldest surviving American automobile marque, and one of the oldest in the world, after Peugeot, Renault, Fiat, and Opel.

Ransom Eli Olds, the founder and namesake of Oldsmobile

Early history.

Oldsmobile's were first manufactured by the Olds Motor Vehicle Company in Lansing, Michigan, a company founded by Ransom E. Olds in 1897. In 1901 (the same year that Horace and John Dodge won a contract to produce transmissions for the Oldsmobile company), the company produced 635 cars, making it the first high-volume gasoline-powered automobile manufacturer (electric car manufacturers such as Columbia Electric and steam-powered car manufacturers such as Locomobile had higher volumes a few years earlier). Oldsmobile became the top-selling car company in the United States for a few years around 1903–1904.



Ransom Olds left the company in 1904 because of a dispute with sales manager Frederic L. Smith, who was questioning production techniques and wanted Mr. Olds to certify that each car that left the plant was free from defects. Mr. Smith then set up an experimental engineering shop without Mr. Olds' knowledge or consent, causing Mr. Olds to leave in 1904 and formed the REO Motor Car Company.



This was a similar situation Henry Ford encountered when he was forced out of the company he founded (the Henry Ford Company) and started the Ford Motor Company in 1903. The 1902 to 1907 Oldsmobile Model R "Curved Dash" was the first mass-produced car, made from the first automotive assembly line, an invention which is often incorrectly credited to Henry Ford and the Ford Motor Company. Ford was the first to manufacture cars on a *moving* assembly line, while Olds used a stationary assembly line, meaning that the vehicle being assembled remained in one place and workers would move from one car to the next and perform one assigned task. This differed from hand-made vehicles in the past where various workers would work on one car until it was completed and was labor- and time-intensive. After Ransom Olds merged Olds Motor Vehicle Co. with the Olds Gas Engine Works in 1899, the newly formed entity was known as Olds Motor Works." The company moved to a new plant in Detroit, located at the corner of East Jefferson Avenue and MacArthur Bridge. By March 1901, Olds Motor Works had a whole line of models ready for mass production. However, that month the factory caught fire and burned to the ground, destroying nearly all of the prototypes that were inside. The only car that survived the fire was a Curved Dash prototype, which was wheeled out of the factory by two workers while escaping the burning building. While the factory was being rebuilt from insurance, many subcontractors were used to keep production going, including Henry M. Leland for engine production and the Dodge Brothers. Olds was a strong competitor to other independent companies Buick and Cadillac before they became divisions of General Motors between 1908 and 1909. Later after Mr. Olds left the company, Oldsmobile production was moved to Lansing. Officially, the cars were called "Olds automobiles," but were colloquially referred to as "Oldsmobile's." It was this moniker, as applied especially to the Curved Dash Olds, that was popularized in the lyrics and title of the 1905 hit song "In My Merry Oldsmobile". The last Oldsmobile Curved Dash was made in 1907. General Motors purchased the company on November 12, 1908. When GM assumed operations, platform sharing began with Buick products and Oldsmobile shared platforms were identified with the prefix "Series" followed by a number, while models developed by pre-GM engineers were identified with the prefix "Model" followed by a letter. Early on, Oldsmobile was a competitor to Hudson as some former engineers of Oldsmobile took positions with Hudson. 910s



1910 Oldsmobile Limited was an early, ambitious, high point for the company. Riding atop 42-inch (1067 mm) wheels, and equipped with factory "white" tires, the Limited was the prestige model in Oldsmobile's two model lineup, with the smaller Oldsmobile Autocrat Series 32 having 36-inch wheels. The Limited retailed for US\$4,600, (\$144,473 in 2022 dollars) an amount greater than the price of a new basic three-bedroom house. Buyers received goatskin upholstery, a 60 hp (45 kW) 707 CID (11.6 L) T-head straight-six engine, Bosch Magneto starter, running boards and room for five. Options included a speedometer, clock, and a full glass windshield. A limousine version was priced at \$5,800 (\$182,161 in 2022 dollars). While Oldsmobile only sold 725 Limited's in its three years of production, the car is best remembered for winning a race against the famed 20th Century Limited train, an event immortalized in the painting *Setting the Pace* by William Hardner Foster. The Limited was at the time considered technologically advanced and cutting edge, if on the expensive side, but it established the division's reputation for innovation. The Oldsmobile Series 40 was offered in 1912 and was considerably more affordable and smaller, and later the Oldsmobile Light Eight in 1916, Oldsmobile offered a Cadillac-sourced flathead V8 engine until 1923, while Buick remained with their division exclusive overhead valve straight-six engine until 1930.

Beginning in 1910, bodywork was supplied by Fisher Body, a longstanding tradition that led to the company being eventually merged into GM in later years. **Later years to come.**



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11 Kirkcaldy Street Bathurst
contact Vicki Wilson (OAM)
63 32 4044



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