



The Spoke'N Word

BATHURST HISTORIC CAR CLUB

APRIL 2024

www.bathursthistoriccarclub.com



This year's winner of club person of the year, the trophy presented by Bob Callender to Steve Crain.



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Ian Hadson,
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Peter Borland

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President's report.
Hello again, well, Attention to all club members, we need a club Secretary ASAP. As the club has near 140 members, surely someone can put their hand up (MALE OR FEMALE) as it's not a hard job and you will get assistance if needed.
I Spoke to Fair Trading and they indicated the club can have temporary stand in for that position until permanent is selected.
If for any reason the club is put into involuntary suspension, this would also affect vehicles on club rego. I.E. NO ONE COULD DRIVE THEIR VECHICLES UNTIL SUSPENTION IS LIFTED.
This could affect our tour with any anyone wishing to enter also our other rally's.
Now the good news, Gold Country Tour is well and truly organised and entries are filling up, if for any queries please contact Greg Tait or Paul Bassa.
Advertising for swap meet is well underway (fliers have been distributed). For any queries, please call Lee-Ann Hagney.
Thats all from me at the moment
BOB CALLENDER PRESIDENT

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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 BSB 882 000 Account Number 9047867-S21
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

BATHURST HISTORIC CAR CLUB

MINUTES GENERAL MEETING 12 MARCH 2024

MEETING OPENED: 7.33 PM. CHARLOTTE ST BATHURST N.S.W.

ATTENDANCE: As per the attendance book.

APOLOGIES: As per the attendance book.

VISITORS PRESENT: Percy Butt (first meeting)

WELFARE & VALE: Ian Theyers diagnosed with M.S. Has had his driver's licence taken - Jim Morrow awaiting surgery for a hernia - Graham Clarke has had his knee surgery postponed.

PREVIOUS MINUTES: Of meeting held 14 February as published in the BHCC March magazine.

MOVED: Alan Petersen, SECONDED: Bill Lang. That the minutes be accepted as an accurate record.

BUSINESS ARISING FROM THE MINUTES: Stan Williams written as Sam - corrected.

SECRETARY: (D.W. Standing in) Parkes Antique Car Club magazine - Austin Club Magazine - Cowra Car Club invite to their National Heritage Day event on 19 May - Receipt for annual fair-trading registration - CHMC Notice and agenda for their AGM to be held in Parkes - Invoice for our P.O. box - A.T.O. asking if we had forgotten to lodge a tax return since 2016.

MOVED: Leanne Hagney. SECONDED: Debbie Gilman. That the correspondence be received.

BUSINESS ARISING FROM THE CORRESPONDENCE: NIL.

TREASURERS REPORT: Paul Finnerty gave a comprehensive report on the club's income and expenditure for February and a statement of our overall financial position.

MOVED: Graham Clarke, SECONDED: Darrell Aurish, That the treasurers report be received.

MAGAZINE EDITORS REPORT: Ray stated the closing date for the April magazine is 26/03/2024.

EVENT DIRECTORS REPORT: Andrew is on annual leave so March's run has been organised by Denis Woodford and will be to Newbridge via Trunkey. Ray has a couple of spots at the show on Friday and Sunday.

2024 SWAP MEET REPORT: Leanne circulated flyers and asked members to distribute as wide as possible. "Take a handful to any swap meet or event." Starting to collect names for the roster.

2024 GOLD COUNTRY TOUR: Paul outline the details for this event. Approximately 20 entries have been confirmed so far. Volunteers to marshal along the route are needed (Please let Paul or Greg know). Entrants are asked to dress in the period of their car. (Prizes will be awarded).

REGISTRARS REPORT: Nil as registrar could not attend.

MEMBERSHIP APPLICATIONS: Nil

NEW MEMBERS: Nil

GENERAL BUSINESS: Stuart Drivers nomination for plate registrar needs to be seconded - this could not be done as he was not present (deferred to the April meeting). Darrell & Leona advised April meeting will be the last supper they will be able to cater for until October - please can someone stand in during their absence.

RUN REPORT.

On Saturday the 9th March the ladies had their first run for the year. 12 ladies met up and had a lovely lunch at The Great Wall Chinese restaurant. It was good to catch up with everyone for the new year. The next lady's run will be Saturday 27th April meeting at McDonalds 11 for 1130. If any of the ladies would like to make any suggestions for where they would like to go throughout the year, please let Pat and Kim know. Cheers Kim and Pat



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On Saturday 9th Cindy & I went to Orange to catch up with our Austin Club friends at their national rally. We caught them at the lovely Lake Canobolas & enjoyed meeting up with them over tea then wandering around looking at all the cars, including some from the Gnoo Blas club. Whilst there we were told about a gathering of 1933-34 vehicles at Eugowra so wandered our way over to find a wonderful display of hot rods including a stock Model A roadster running a side valve V8. We walked all over Eugowra looking at the murals on the walls & got talking with an elderly local that took us into his old shop buildings to show us the flood damage. We enjoyed a lovely lunch at the corner cafe before heading back through Cudal. Norm Rutherford



March Run to Newbridge

33 people braved the rain on the 17th of March to Attend our March Run. After meeting at mc Donald we travelled to Trunkey Showgrounds where we enjoyed morning tea and a yarn. From Trunkey we travelled to Newbridge where we enjoyed a hearty meal and of course each other's company. A big thank you to Denis Woodford for organising the day and to everyone who attended and helped to make the day so enjoyable. Just a small reminder, if you need to contact me, please don't ring me between 800 am and 600 pm as I am at work and DON'T ring me after 830 pm.



The Bathurst Heritage Trail was held at the show ground over the week end with four club members with their cars attended, the weather held out with some light misting of rain later in the day. The cars attracted much interest from those there with close inspections and motor starting for the public to see how simple the old cars really are. Gary Holloway had come along in his Studebaker Sedan. As Graham Clarke's 1927 Chrysler was parked between Peter Boland's and Bob Newtons T Fords so he was made an honorary T Ford for the day. I was not able to take my cars there as I had the 1895 Cobb and Co coach on display as it has been just short of 100 years since the last coach ran. There were many old trades on display which would help anyone restoring an older car. Graham gave up a good bit of time helping to load and unload the coach so thank you. Ray.



Four of the club cars attended the Heritage Trail show at the show ground. The two T Fords and Grahams Chrysler, Gary Holloway with his Studebaker sedan and my coach. The coach photo was taken by Phil Blatch from the Western Advocate.



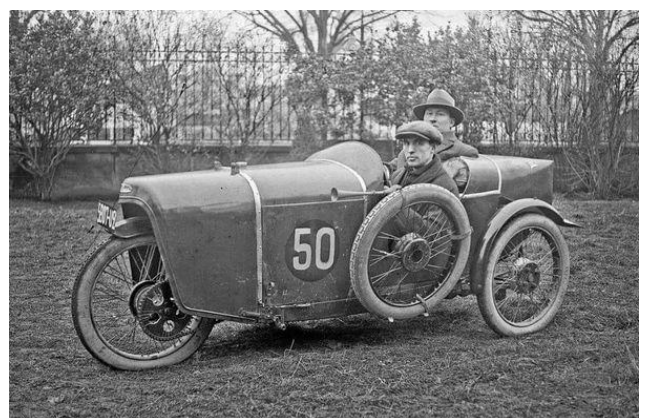
The Villard Cycle Car.

Was a marque of cyclecar produced in France by engineer Marcel Villard and first displayed at the Paris Motor Show in 1924, initially as a three-wheel cycle car. Based upon an earlier design by Colombe vehicles (1920-25). Villard was a French automobile manufacturer between 1925 and 1935. The cyclecar could be bodied with various bodywork including sport or utility and powered by front mounted single-cylinder two-stroke 350cc (Bechir & Colin) engine with either a friction plates or Staub transmission. Model 31 TSM was introduced in 1927 a four-wheel model was introduced powered by a 500cc (Staub or Harrissard) engine. Undeclared numbers of vehicles were produced between 1925-35, with very few surviving to this day. Beginnings. The first 4HP Villard was constructed in 1923. It appeared to be a late-comer to the Cyclecar boom that had followed the First World War It had only three wheels, with the single wheel, at the front, providing both the traction and the steering The wheelbase was of 1,850 mm (72.8 in) and the two-stroke engine of 345cc.

Launch. The car made its public debut in October 1924 at the 19th Paris Motor Show, priced by the manufacturer at 4,950 francs. In 1925 the Société des Automobiles Villard was registered.

Middle period. Four years later the vehicle on the show stand at Paris was again a three-wheel cycle car with a 1,850 mm (72.8 in) wheelbase and a single cylinder two-stroke engine, but the engine capacity was now given as 350cc. Many of these little three-wheeler cyclecars used bodies adapted for use as small delivery vans.

Later years. In 1927 a small number of four wheeled cars were produced: these used a chain drive to deliver power to the front wheels. Now a 500cc V4-cylinder was also available.



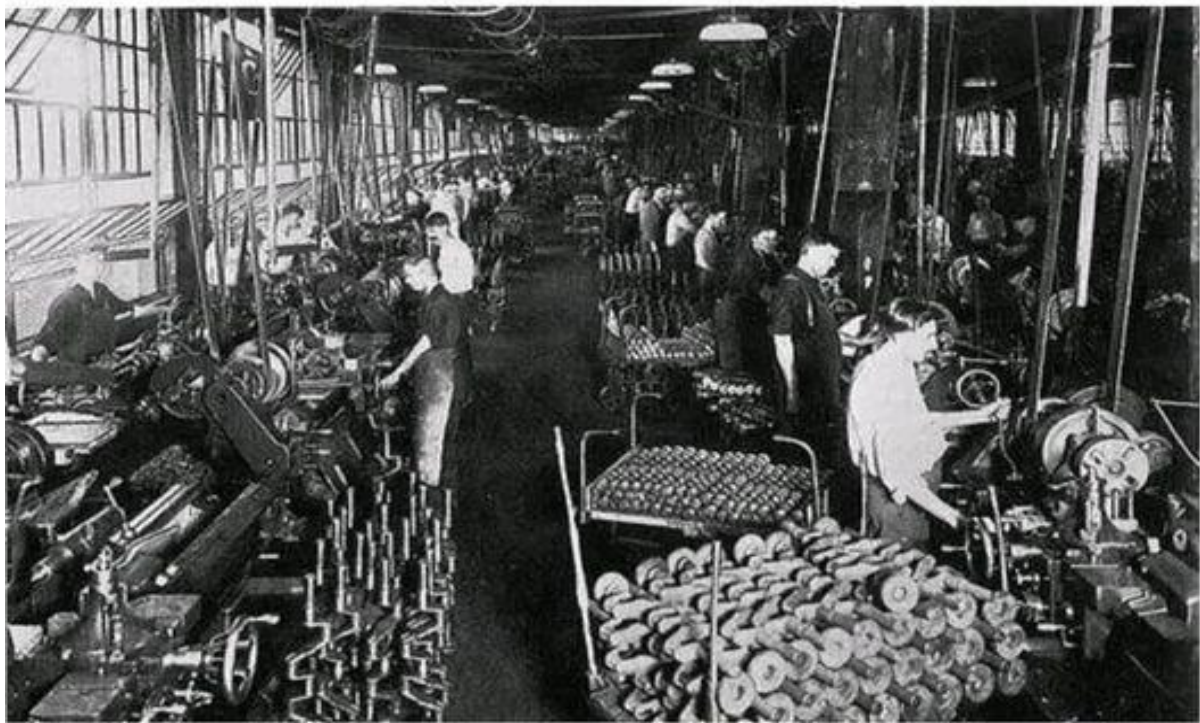
POUR LES LIVRAISONS RAPIDES : . . .
POUR LE TRANSPORT ECONOMIQUE DES
MARCHANDISES :
ADOPTÉZ LES VÉHICULES UTILITAIRES..

VILLARD

- Fourgonnettes et Camionnettes Normandes -
Charge Utile : 200 et 300 Kilos.
— Impôt : 120 fr. par An. —
Consommation : 4 lit. 1/2 aux 100 Kms.

CATALOGUE M SUR DEMANDE

AUTOMOBILES VILLARD
SOCIÉTÉ ANONYME AU CAPITAL DE 1.000.000 FR.
28, Bd Bonne-Nouvelle, PARIS - Tél. : Provence 91-29



We all know about Dodge cars but who knew that the Dodge brothers virtually built the first cars for ol' Henry (of Ford fame!!)

In 1897 the Dodge brothers, Horace and John, started building bicycles in Detroit, Michigan. They became very well known for design and innovation and caught the interest of a fella by the name of Ransome E. Olds. He was just getting into building the Curved Dash Oldsmobile automobile and he asked the brothers, who were already building auto parts for others, to build the power train for the new car line.

This was a success for all parties involved but it became a matter of great concern to another newcomer into the automobile field, Henry Ford. Henry was all hot to take over the Oldsmobile market share but to do that he needed a car to sell. His brainchild was the Model T but he had no parts. After much negotiation which ultimately cost him 10% of his new auto company the Dodge brothers began building car parts for Ford. These parts included almost everything it took to build the Model T.

About 1912 or so Henry decided that the brothers were becoming too powerful in the industry and tried to break them financially. Who Remember the 10% share?

Henry lost in his attempt and ended up paying out Horace and John with enough money to start their own factory under the name of "Dodge Brothers".

Again, their innovation proved itself when their first car off the line (they had actually invented the assembly line for Ford) had an all-steel body, beating the competition by at least two decades. They also waxed the seat of Fords pants with a much better product than what Ford was selling. This included, but was not limited to, a 35 hp engine compared to the 20 hp of the Model T. For a time, the Dodge Brothers automobile was at the top of the heap and everyone else was trying to play catch up. Oh, how the mighty have fallen!

ASPENDALE MOTOR RACING CLUB.

I've got a guaranteed conversation starter for you next time there's a lull when you're sitting around with your mate's trackside. "What was the very first motor racing track in Australia?" You'll get a number of opinions on this topic, but the actual truth is not known by many. Situated in a sandy bayside suburb of Melbourne, Aspendale Motor Racing Club has a history dating back to the dawn of motoring. James Robert Crooke had a horse racing track built on his father's land in 1889. The name of the venue played tribute to his champion horse 'Aspen', which had won the Newmarket Cup in 1880 and 1881. Business tycoon Crooke had won Australia's very first motor race on the Sandown Park horse racing track in March 1904, driving his *steam powered* locomobile around the grass. In January 1904, JR Crooke hosted a car rally at his horse racing track -

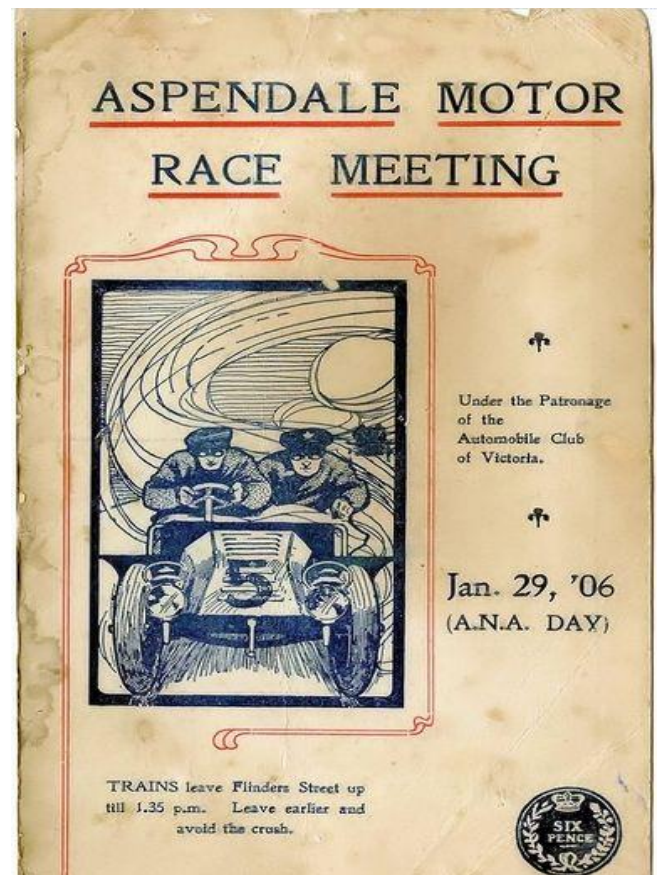
Aspendale Racecourse. The experience prompted him to begin planning the building of a new motor racetrack at this venue. On 28 October 1905, there was a report in the Moorabbin News that "the steam roller was at work on the motorcycle track on Mr Crooke's prettily situated and popular race course. The path is in excellent condition and the

motorists should be able to put in some fast times." A History of Australian Speedway states that, "(Crooke) laid down a

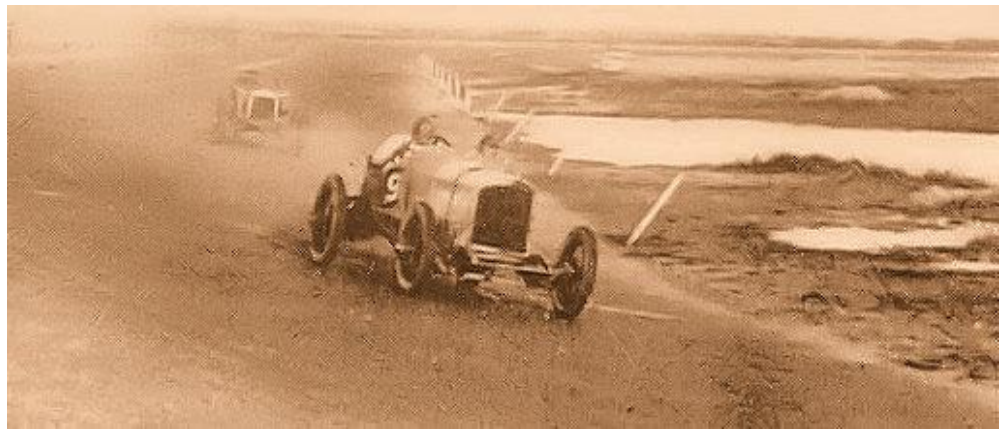
crushed white gravel circuit, a project which reportedly cost a then enormous 1700 pounds" (over 1 million dollars today). The Advertiser newspaper: "Close to a mile in length, it has slightly banked curves and a gravel surface of crushed cement. The new track is acknowledged as Australia's "first commercial (race car) track".

James, an aggressive entrepreneur, had built at his own cost, his own railway station platform on government owned land beside the railway line that ran past his Aspendale property (which at the time was an unpopulated swamp in the middle of nowhere). The track facilities were extensive and 'state of the art' for the time, with an impressive grandstand and gardens designed by William Guilfoyle, the director of the Botanical Gardens in Melbourne, who has been described as 'a landscape architect of genius'. By January 1906 they were racing cars at Aspendale Park, 18 months prior to Brooklands Speedway in the UK.

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Apart from a second rain spoilt meeting that year, there is no further record of motor race meetings on the gravel course. The track went into hibernation until the end of WW1 in



1918. However, the track underwent 15 years of constant improvements with the banking gradually being built up, through to the early 20's. Many car 'rallies' were held at the track during this period. A new banked concrete/bitumen track was built in 1923, the first event being held on this surface on 1 March 1924. Car and motorcycle racing continued on the motor racing circuit until the late 1940s. The horse racing track closed for racing in 1931, but was still used for horse training through to early 1951, when Aspendale was sold to make way for today's residential housing development.

Now there is one other really significant thing about this place I haven't told you. Something happened at Aspendale that would have one of the greatest and permanent impacts on Australian motor racing. But if you want to find out what that was – you're gonna have to buy my book "Birthplaces of Australian Motor Racing". Just Google "Buy Birthplaces of" to purchase online, and discover the history of one hundred and fifty of our lost venues, and why they closed



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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.**

The Rover History.

Early history. 1885 Rover safety bicycle.

After developing a template for the modern bicycle with its Rover Safety Bicycle of 1885, the company moved into the automotive industry. It started building motorcycles then cars using their Viking Longship badge from 1904. All production moved to the Solihull plant after World War II. Land Rover vehicles were developed in 1948 and added to the Rover range.

The first Rover was a tricycle manufactured by Starley & Sutton Co. of Coventry, England, in 1883. The company was founded by John Kemp Starley and William Sutton in 1878. Starley had previously worked with his uncle, James Starley (father of the cycle trade), who began by manufacturing sewing machines and switched to bicycles in 1869. In the early 1880s, the cycles available were the relatively dangerous penny-farthings and high-wheel tricycles. J.K. Starley made history in 1885 by producing the Rover safety bicycle—a rear-wheel-drive, chain-driven cycle with two similar-sized wheels, making it more stable than the previous high-wheel designs. Cycling Magazine said the Rover had "set the pattern to the world"; the phrase was used in their advertising for many years. Starley's Rover is usually described by historians as the first recognisably modern bicycle.

The words for "bicycle" in Polish (*rower*) and Belarusian (р^оваp, *rovar*) are derived from the name of the company.

The word p^овер (*rover*) is also used in many parts of Western Ukraine. In 1889, the company became J.K. Starley & Co. Ltd., and in the late 1890s, the Rover Cycle Company Ltd. Motor cycles.

In 1899 John Starley imported some of the early Peugeot motorcycles from France in for experimental development. His first project was to fit an engine to one of his Rover bicycles. Starley died early in October 1901 aged 46 and the business was taken over by entrepreneur H. J. Lawson. The company developed and produced the *Rover Imperial* motorcycle in November 1902. This was a 3.5 hp diamond-framed motorcycle with the engine in the centre and 'springer' front forks which was ahead of its time. This first Rover motorcycle had innovative features such as a spray carburettor, bottom-bracket engine and mechanically operated valves. With a strong frame with double front down tubes and a good quality finish, over a thousand Rover motorcycles were sold in 1904. The following year, however, Rover stopped motorcycle production to concentrate on their 'safety bicycle' but in 1910 designer John Greenwood was commissioned to develop a new 3.5 hp 500 cc engine with spring-loaded tappets, a Bosch magneto and an innovative inverted tooth drive chain.



Short items.

Last month we had a surprise visit from a friend from Wollongong, a Mr Isedale who some of you would know from the TV series Truck Hunter in his cut down truck. Loretta and I caught up on his adventures before he headed home.

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Who remembers this, on the Sydney Road between Raglan to Bathurst Rd, the dummy petrol bowser to advertise Purr Pull Petrol Horan Bros Garage. Filling a Singer car at Purr Pull Petrol Horan Bros Garage



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The above ride Information was supplied by Nick Clancy as part of Tractor Trek. As this has not gone the club yet it will be a log book run.




2024
ADVENTURE and ROAD RIDE

Come along for

ADVENTURE on the DIRT
or
ROAD BIKE on the TAR

A GREAT RIDE TO SUPPORT
LITTLE WINGS



Contact for Entries: Kevin Porter 0427375131
DATE: Sunday, 28th April, 2024
TIME: 7.30am
PLACE: Kelso McDonalds / Amart Carpark
COST: \$40.00 - Pre Paid Entry – includes
Morning Tea, Lunch and Afternoon Tea



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