



# The Spoke'N Word

BATHURST HISTORIC CAR CLUB

FEBRUARY 2024

[www.bathursthistoriccarclub.com](http://www.bathursthistoriccarclub.com)



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\*\*\*\*\*  
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**President’s report.**  
Hello again,  
Well Xmas and New Year have come and passed hope everyone had a fantastic time.  
As our new financial year approaches its time for our **AGM ON 13TH FEBUARY**, so all committee positions will become vacant and elections held.  
To all outgoing committee persons thank you for your assistance over the last  
I’ve thought this matter over the last month and have decided to rescind my nomination for President for the coming 2024 election (personal reasons).  
Thank you to the members and committee for their work in keeping the club running in 2023.  
Regards Bob Callender. The soon EX President.

XXX  
**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 to the job who has a mobile number next to their name, the item you are asking about or runs or news or information does not come to me.**  
**Thank you for your help with this request.**  
**Ray..**

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

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

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

XXX  
**To update your personal information and car details,**  
Plates Registrar, David.

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

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

XXX  
**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**  
XXX

**BATHURST HISTORIC CAR CLUB**

**MINUTES GENERAL MEETING 9 JANUARY 2024**

**MEETING OPENED:** 7.30 PM Charlotte Street Bathurst NSW

**ATTENDANCE:** As per the attendance book 33

**APOLOGIES:** As per the attendance book 9

**VISITORS PRESENT:** NIL

**WELFARE & VALE:** NIL

**PREVIOUS MINUTES OF** 12 December 2023 as published in the BHCC magazine.

Incorrect date printed on Minutes as published in the magazine. Should have been 12 December 2023.

Moved: Al Petersen    Seconded: Dave White the minutes be accepted.

**BUSINESS ARISING FROM THE MINUTES:** NIL

**SECRETARY:** 2024 AGM will be held 13 February 2024 following the General Meeting.

**CORRESPONDENCE:**

**Received: EMAILS:** Cardigras Meetings 2024 QLD; Parkes Car Club newsletter; Austin Car Club newsletter; NSW Historic Motoring Assoc Nov & Dec Bulletins; Cowra Car Club newsletter; Oberon Tarana Railway newsletter; Membership renewals Graeme Kilby, Denis Woodford, Michael Begg.

**MAIL:** \$1,000 bond refund from Council re Swap Meet; Membership renewal Peter Ogilvie; Christmas card from Ian & Victoria Theyers Oberon.

**Sent:** Letter Sofala Progress Association confirming morning tea Gold Tour. Email to Royal Hotel Hill End re quote for lunch Gold Tour.

**NOTE:** I will not be at the February meeting & AGM. Require a temp secretary to fill in.

Moved: Andrew Russ    Seconded: Lee-Ann Hagney the correspondence be received.

**BUSINESS ARISING FROM CORRESPONDENCE:** NIL

**TREASURERS REPORT:** Paul Finnerty reported on the Club's finances including monthly income, expenditure and bank account balances.

Moved: David McInroy    Seconded: Darrell Aurisch the Treasurer's Report be received.

**MAGAZINE EDITORS REPORT:** Ray Green advised December magazine has been distributed to members. Thanked those who provided pictures for publishing.

**EVENT DIRECTORS REPORT:** Andrew Russ advised of twilight get together in Berry Park from 4.30pm Sunday 14 January.

Riverland car club SA visiting Bathurst Tuesday 16 and Wednesday 17 January. Bar B Q at Dave and Lorraine White's 5.30pm 16 January.

**2024 SWAP MEET COMMITTEE REPORT:** \$1,000 bond refund received from Council.

Lee-Ann advised new committee formed for 2024 Swap Meet. Thanked the retiring committee members for their great help.

**2024 GOLD COUNTRY TOUR:** 25/26 May. Greg Tait: Route confirmed Sofala morning tea, Hill End Royal Hotel lunch. Return via Turondale. Approx 155 KLMS. Saturday dinner booked at RSL club.

Venues being considered for Saturday registration & departure, & Sunday morning tea.

Facebook page up and running. Registrations will go out January once all costs are known.

**REGISTRARS REPORT:** Dave McInroy advised 2024 membership renewals still coming in. Dave reminded members that to maintain Historic/Conditional vehicle registration you must be a member of the club.

**MEMBERSHIP APPLICATIONS:** NIL

**NEW MEMBERS:** NIL

**GENERAL BUSINESS:** Bob Callender reminded members that Nomination Forms for 2024 Committee Members must be signed and delivered to Bob or Greg Tait.

The Meeting closed at 7.58 PM.

**GREG TAIT**

Secretary

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**All minutes for the AGM have been printed and sent out in the January issue of the club magazine for you to read.**

**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.**

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**FEBRUARY EVENTS.**

**13 th of February is CLUB MEETING NIGHT. 7.30 start.**

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**Gnoo Blas, Orange on 11<sup>th</sup> February – register early online**

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**February Run Sunday 18<sup>th</sup>**

Run will start at Macca's car park 9am for 9.30 departure.

We will be heading to Portland Pub for lunch or BYO IN THE PARK IF PREFERRED (numbers needed so please let Bob Callender know asap so I can let the pub know THANKS. The morning tea stop will be at Yetholme service station

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**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

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**FEBRUARY COFFEE RUN WEDNESDAY 28TH TO TARANA CAFE (MUMMA SNOWS)**

USUAL STARTING PLACE AND TIME. Contact Bob

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**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.**

**20<sup>th</sup> 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**

**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.**

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**From Heritage NSW site.**

This image shows country women from the Burragorang Valley coming to town in 1923. They are done up in hats, gloves and stockings and travel in the valley service car run by Claude Jenkins. He ran a daily service between Camden and the Valley using this Light Buick Six Tourer. Here they are stopped at The Bluff lookout above the Burragorang Valley. (Camden Images)



Here is the second story on my Morris Minor Restoration, Owen Sinden Editor of Morris Minor Car Club of NSW.

## Denis Woodford's Resto Pt II.

You may recall back in the May-June 2020 issue of *Minor Torque*, a story of the bodywork repair on my car was included. Here is the story, mostly in photos, of the seats. You should be able to distinguish between the 'before' and 'after' photos easily enough.

I sand ballasted the seat frames and repaired them, then hit them with rust converter and then painted them. The interior trim kit came from Newton UK.

The seat covers went on OK. I put in a bit more padding the backs of the front seats and that gave me the most trouble, trying to get the new covers over.

The parlous state of the seats pre restoration

Denis Woodford





**The stunning finished seats.**



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The twilight Run on the 14th of January saw a good crowd turn up for the first Sunday Run of the year. Members enjoyed a byo afternoon tea/dinner and an afternoon of fellowship. Thank you to everyone who attended and made it an enjoyable afternoon. Bob Callender will be organising the February Run and I will need someone to put up their hand to organise the March Run as I will be away in QLD.





**Riverland Club Visit to Bathurst.**

The 16th of January saw the BHCC host a visit from the Riverland Car Club from South Australia. Approximately 30 people enjoyed a BBQ at David and Lorraine Whites Home where the Riverland Club showed us a presentation of some of their events and their club house. A massive thankyou to David and Lorraine for their hospitality and



everyone for making it a very enjoyable evening





## JANUARY MID-WEEK RUN

The January mid-week run, organised by Don Sinclair, was very pleasant and was enjoyed by all participants.

We headed out the Limekilns Road, under leaden skies, for morning tea at Sofala and dodged the rain. The countryside looked lovely – so green for January.

In the historic old town, we enjoyed coffee, a bite to eat and a good yarn before making our way home at leisure. A great way to spend a morning. Ted Reedy.



# 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 on.**

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**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**



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## The Man, His History and Machines.

From the Aussie Invader site.

Rosco McGlashan has been synonymous with the very peak of speed sport in Australia. Rosco started his motorsport career riding competition motorcycles at Surfers Paradise International Raceway. He graduated to the amazing Australian-designed and built “Krazy Horse” V8-powered motorcycle. This was an incredible machine that had no clutch, so the back wheel would sit up in a cradle, and then Rosco would give it a rev and just rock it off the cradle! “It spat me off a few times and when it did, it did it in a big way!” remembers Rosco.

“Krazy Horse” was followed by an even higher performance rocket-powered bike which was so fast that it was not allowed to be raced on Australian tracks. Furthermore, the very volatile hydrogen peroxide rocket-fuel was extremely hard to come by, because of its unpredictable characteristics and was soon banned by the Australian Government.

To even think of such a machine, let alone ride it, further adds to this man’s infatuation with speed and his “dare to be different” approach. You can’t help but wonder what this machine would have done if allowed to have it’s head... the mind boggles!



## Then came the Rocket Powered Go-Kart

In 1980 on a visit to the USA, Rosco drives a rocket-powered go-kart, which he then purchased from Fred Goeske. Rosco reached 253 mph (407 km/h) over the 1/4 mile in 5.97 seconds! “It was incredible feeling sitting in that thing with the bubbling and gurgling just behind your head and hitting the throttle” says Rosco with a smile. “It truly an awesome machine” and it is still the fastest go-kart in the world and is now housed at historic York Motor Museum, which is 60 kilometres east of Perth in Western Australia. Krazy Horse was a great crowd pleaser, but my rocket bike and go-kart were another level. Both were banned by ANDRA. 🤬 I still hold the world record that I set in the USA for a rocket go-kart. 0 253 mph in 5.97 seconds over the 1/4 mile (1980).



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**Then it grew from there, this is a Book You Won't Be Able to Put Down! Book review.**

**An Incredible True Story of Grit, Guts & Determination.** **ROSCO the Fastest Aussie on Earth** tells of Rosco's incredible life journey and obsession with speed and living on the edge. It is certainly not your typical motor racing memoir. He wound up in prison and solitary confinement at 17. However, he found salvation through his love of speed and raw horsepower, and chasing a dream to be the Fastest Man on Earth. Rosco's incredible story is now an Amazon best-seller and a must-read book!

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## 1904 NAPIER L48 RECREATION.

(Later known as “Samson”) Constructed in Australia  
(Original UK)

15 Litre 6 Cylinder, Overhead inlet and side exhaust valves, Copper tubes used for engine cooling, 240 B.H.P. (as restored) at 2300 R.P.M. 2 Speed transmission. The Napier company was put on the map by Australian Selwyn Francis (SF) Edge who was born in New South Wales but went to Britain with his parents in 1871 at the age of three. Montague Napier built a prototype motor vehicle in 1895 using a Panhard chassis and Napier engine. SF Edge was so impressed with the engine that he and Harvey du Cros formed a new sales organisation called S.F. Edge Ltd, to sell



the new automobile on debut in 1900. They agreed to sell the entire output of the new motor vehicle division of the company and the close association which lasted until 1912.

Edge was a skilled marketer, having honed his skills in the bicycle industry, and used record breaking and motor racing as a way to garner publicity for the brand.

In 1903, he announced a new model for 1904 — a six cylinder machine. Napier was not the first to build a six cylinder engine (Spyker had already done) but it can be argued that Napier was the first to build a successful race engine of six cylinders and Napier was certainly the world's first series manufacturer of six cylinder motor cars.

On Napier's own admission the earliest date that their six cylinder appeared was February 1904 and the Dutch Spyker firm had completed its car by November 1902.

“Samson” L48 was first shown in June 1904 and it was the company's first six cylinder racing car. It was built for the 1904 Gordon Bennett race and contested many competition events in the UK, including the 1905 British “Gordon Bennett” eliminating trials.

L48's unusual cooling system, consisting of copper tubes running the length of the engine, was apparently not for streamlining or for efficient cooling, but because Edge thought the pipes would make the Napier stand out!

Fitted originally with a 155x152mm engine it continued to compete in events up to 1908, including Brooklands culminating in its challenge race with the great Fiat, "Mephistopheles" in 1908.

It was later fitted with an even larger engine of over 20 litres (when it was named "Samson") and with this engine took the British half-mile record at 119.34 mph.

With the original engine, (now in the recreated vehicle) Edge's 90hp "L48" took out the World Land Speed Record at Daytona Beach in the USA in 1905 (January), driven by Arthur Macdonald at 104.65mph (168kph) over the measured mile.

Macdonald was a young Englishman in spite of his Scottish name, and was one of the first people in the world to travel at over 100 mph. The record was achieved during the annual Speed Week at Daytona Beach. It was the first time a car was recorded at over 100 mph in the United States and it was the first British car to exceed 100 mph. Over the course of the week, he drove the Napier to set world's records over 5, 10 and 20 miles, and a new American record for a flying kilometre at 97.258 mph.

In 1906, SF Edge sent another one of his drivers to race at the Ormond and Daytona Beaches. Walter Thomas Clifford Earp was described a "England's Leading Gentleman Driver" by the Washington Post. The Los Angeles Times said "England has certainly sent her best, both in man and machine, to battle for the world's supremacy in automobile speed".

The Napier with Clifford Earp at the wheel could not match the speeds which the new cars which came to Florida could achieve, but in the greatest race of the speed carnival, the performance of this combination of man and machine became legend. The 100-mile event was the blue-ribbon race. Six cars lined up for the start and Clifford Earp led for the first 37 miles. At this point, his right rear tire exploded, scattering rubber across the beach. He stopped the car and he and his riding mechanic, HB Baker, proceeded to remove all the tire's remains from the rim. A similar blowout had happened during practice and they found that they could still race on the rim as long as they did not turn the corners too tightly. While they were removing the rubber, three cars passed them. They were back to fourth place. In front were two people who would soon become legends of the motoring world: Vincenzo Lancia driving a Fiat (he would later manufacture Lancia cars in Italy) and Louis Chevrolet driving a Christie. The other car was a Napier. Clifford Earp was undeterred and gradually worked his way to near the front.

After 70 miles, he hit the lead again when the race winning Fiat stopped to change a tire. When Clifford Earp turned at Ormond Beach with 12 miles to go, he was only narrowly ahead of his rival. He won the 100 mile race by a mere 50 seconds and "pandemonium broke loose" amongst the crowd. Not only had he won the race, he also set a new world record for 100 miles of one hour 15 minutes 40 and two-fifths seconds or 79.288 mph. The win inspired great stories, even inspiring the motoring racing historian Dick Punnett to title his book on the Ormond and Daytona Beach tournaments "Racing on the Rim" out of respect for the remarkable feat.

The competition successes of the Napier L48 were many and stretched across two continents: - The record breaking first engine from "L48" was sold in 1908 to Australia's Cornwell brothers who used it in their record-breaking speedboat, "Nautilus 2". (In 1909 "Samson's" second engine was taken out of the chassis and lost when the speedboat it was in sank. The chassis was also broken up in 1909). "Nautilus 2" was specially built by the Cornwell brothers to house the L48 engine now in the recreation and with it won many races including the E.C. Griffiths Cup in 1914 and 1915. It was the fastest boat in Australia in its day, even against imported competition. The engine from "Samson" remained in Australia, apparently ignored in the Cornwell brother's pottery factory for around 34 years, until discovered in 1950 by Bob Chamberlain, the wealthy industrialist. Chamberlain bought the engine.



originally with the ideal of cleaning it up and displaying it at one of his factories. Not until 1977 did Chamberlain begin the daunting task of actually re-creating "L48". Using original factory drawings from the Science Museum in London, photographs, and his company's enormous engineering facilities he recreated the car to its 1908 specifications, when it raced at Brooklands with the 15 litre engine.



The rebuilt engine first started in July 1982, instantly with no problems. Early demonstration runs in Australia showed up problems with the tyres moving on their rims, so more modern tyres were used on the rear wheels for serious work and these were the ones used at Lake Perkollilli and Lake Seabrook in 2007.

The Napier attracted a great deal of worldwide interest when it was completed as up to that time few recreations of Edwardian racing cars had been made – and even fewer of the quality of the Chamberlain car. The Napier, however, set the standard for the recreation of historic cars. It is now accepted that it is legitimate to recreate a car around the original motor so that once again the spirit of the early years of motoring can be enjoyed by younger generations.

The first demonstration run of the Napier was on 8 September 1982, at the Sandown Racetrack, prior to the running of the "Castrol 400". On 22 April 1983 "Samson" was taken to the Mangalore Airstrip and the Vintage Drivers Club provided timing equipment. There, driven in turn by Bob Chamberlain and former race driver, Tony Gaze, the Napier reached 100 mph.

In 1983 the car was taken to Donnington in the UK and was demonstrated at the famous Brooklands track.

It also ran at the (also famous) Shelsley Walsh Hill Climb, recording a run of 50.4 seconds, and at the Colerne Sprints, recording 30.67 seconds (terminal speed 111.73 mph), for the standing-start kilometre, driven by Tony Gaze. They must have been serious because L48 took 27.2 seconds to cover a standing kilometre in 1905, when it took out the world record.

To put the Napier's speed into perspective, in earlier Australian demonstration runs at the Geelong Sprints in 1982, L48 covered the standing start ¼ mile run in 16.9 seconds. While starting cautiously to preserve the back tyres, that run compares to a modern passenger car, not bad for a 1904 design!

It was sold in April 1993 at a Sotheby's auction in Melbourne, as part of Bob Chamberlain's estate and purchased for display in Peter Briggs' York Motor Museum collection.

The Napier became a major feature of the York Museum Collection. In 1999, Museum owner Peter Briggs was invited to exhibit the Napier in the special class for important racing cars produced pre-World War I in the concours to be held in September 1999. To cap off his participation, Peter Briggs was awarded the "Automobile Quarterly" prize for the most historically significant car in the event.

In 2000 the Napier was invited by Lord March to the Festival of Speed in the UK where driver Peter Briggs took out a class win in the hillclimb. The vehicle remained in the UK so it could be seen more and it participated there in VSCC events including Prescott.

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"So there I was,minding my own business, when a mosquito hit my windscreen..."  
...Car Insurance man looks up at me disbelievingly...



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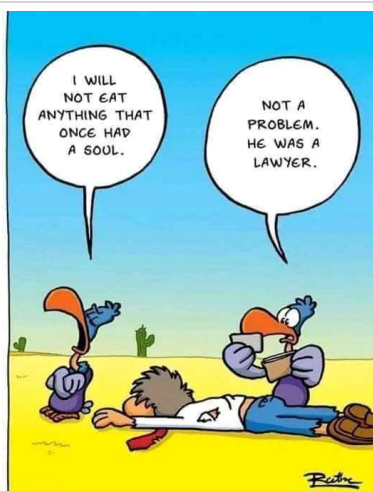
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