



# The Spoke'N Word

BATHURST HISTORIC CAR CLUB

DECEMBER 2023

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



Members at Bob's shed at Quirindi.

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**Merry Christmas.** THE COMMITTEE WOULD LIKE TO WISH ALL MEMBERS A HAPPY AND SAFE CHRISTMAS.



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**ram360.bc@**

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**Plate Registrar**  
**David McInroy**  
**mcinroy@**

**Committee Members**  
**Lee-Ann Hagney**  
**Dave White**  
**Peter Williams**  
**Vehicle Inspectors to call.**  
**Peter Williams,**  
**Ian Hadson,**  
**Ralph McKay,**  
**Nick Clancey,**  
**Peter Borland**

\*\*\*\*\*  
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## **The Presidents Message.**

**First off, the discussion on updating the constitution is on hold at the moment until more information is gathered as there was a lot of comments at November meeting.**

**A lot of members were confused as to what is required to change the constitution and why it is required.**

**This subject will not be aired again until next year.**

**I've spoken to our head vehicle inspector Peter Williams and he advised me that rego day went off extremely well. Thank you to all involved on the day especially the staff from the bus company.**

**A thank you to Dave White for organising the sausage sizzle afterwards.**

**On Saturday 18th I attended the Southern Motor Group AGM at Goulburn, a copy of their report will be sent to our secretary. It will be available to any club member who wishes to read it.**

**Next on our agenda is the Xmas Party on 10th December in Orange. Remember this is before our club meeting SO READ YOUR MAGAZINE CAREFULLY AS IT WILL TELL YOU WERE THE MORNING TEA STOP WILL BE AND AT WHAT TIME. IF MEMBERS DONT WANT COME TO THE START THEY CAN GO DIRECTLY TO MORNING TEA VENUE.**

**IF YOU HAVEN'T ALREADY BOOKED YOU HAVE UNTIL 1ST DECEMBER TO NOTIFY ANDREW RUSS. PLEASE DO NOT RING HIM AT WORK NOT ABLE TO ANSWER HIS MOBILE.**

**ALL THE BEST 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**  
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

# **BATHURST HISTORIC CAR CLUB 14 NOVEMBER 2023.**

## **MINUTES GENERAL MEETING**

**MEETING OPENED: 7.31 PM. Charlotte Street Bathurst NSW**

**ATTENDANCE:** Per the attendance book 58

**APOLOGIES:** Per the attendance book 16

Moved: Bill Lang

Seconded: Alan Person

**VISITORS PRESENT: 3**

**NEW MEMBERS:**

**WELFARE & VALE:**

**PREVIOUS MINUTES OF:** As published in the BHCC magazine.

Moved: Al Peterson Seconded: Bill Lang that the minutes be accepted.

**BUSINESS ARISING FROM THE MINUTES: NIL**

**CORRESPONDENCE:** Greg Tait

Received: 1. Council of Heritage Motor Vehicles annual affiliation notice & fees, \$15 plus \$1 per member (max fees \$165.00). 2. Bathurst Council asking if dates set for Swap Meet 2024. 3. Various other organisation & club magazines

Sent: NIL

Moved: Dave White Seconded: Leona Aurisch That the correspondence be received.

**BUSINESS ARISING FROM CORRESPONDENCE: NIL**

**TREASURERS REPORT:** Paul Finnerty provided a report on income and expenses for the month and bank account balances. Bank account now receiving 5% interest on account balances.

Moved: Dave McInroy Seconded: Peter Boland that the Treasurer's Report be received.

**MAGAZINE EDITORS REPORT:** Ray Green nil to report.

**EVENT DIRECTORS REPORT:** Andrew Russ reminded of Christmas lunch 10 December Robin Hood Hotel Orange. Club rego day 19 November Newmans Bus Depot Kelso.

**SWAP MEET SUB-COMMITTEE REPORT:** 2024 Swap meet date has been submitted to Council.

**2024 GOLD COUNTRY TOUR:** Committee met on 7 November. Paul Basher has prepared a save the date flyer for 25 and 26 May 2024. Will be distributed to members and other clubs.

Various tour routes and venues are being investigated.

**REGISTRARS REPORT:** Dave McInroy provided an update on members and vehicles registered with club.

**MEMBERSHIP APPLICATIONS:**

**GENERAL BUSINESS:** Lee-Anne Hagney and Greg Tait looking into opportunities for the Club to have its own premises.

**SPECIAL RESOLUTION:** Members to vote on proposed amendments to the Club's Constitution and Club Rules in regard to how Membership is defined. Refer to the Information Sheet sent to Members by Ian Tooke 18 October 2023 and listed on the Club website outlining the proposed amendments.

General discussion by Members present on the proposed Special Resolution.

1. Motion moved by Dave McInroy that the Special Resolution be adopted. Seconded by Ian Tooke. Not voted on.
2. Motion moved by Dave White to leave the Constitution as is and amend the Club Rules. Seconded Ted Reedy. Not voted on.
3. Motion moved by Stuart Driver that a vote on any amendments to the Club Constitution and Rules be suspended until a future meeting and further discussion. Seconded Denis Woodford.

The Meeting closed at 8.53 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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**TO ALL BHCC MEMBERS FROM ANDREW RUSS**

**The Club Christmas party will be held on Sunday 10th December. We leave Maccas carpark at 9.30am sharp to head to the 2 Fat Ladies at Lucknow for morning tea - you can bring your own or buy something there. After morning tea, we go on to the Robin Hood Hotel at 30 Burrendong Way in Orange for our Christmas lunch.**

**Just a reminder that the cost of the lunch is \$42 per person, payable at the hotel on the day. Thank you to those who have already accepted. For those who have not yet done so, don't forget that 1st December is the deadline for acceptances. Please let me know by SMS or email only - contact details follow.**

**Kind regards, Andrew**

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**MID WEEK COFFEE RUN. This month’s midweek coffee run will be ....., Wednesday 20 th December Starting from Macca’s 9.00am. for 9.30 start. Greg Tait will give details.**

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**The next Ladies Run, our first run in 2024 will be in February, Meeting at McDonalds 11 for 1130. with more details closer to the time.**

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**For members information. The face book page for the Bathurst Gold Country Rally is now up and running, on a “read only” basis. Check it out.**

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**For our ladies run on the 28th October we had 8 ladies go for a casual drive to Neville. We had a meal sitting outside in the lovely sunshine at Rustic Nature. We then went for a wonder around the gardens looking at plants and ornaments. We then drove an alternate route home. It was a lovely drive and would recommend a trip out there from a Thursday to Sunday.**

**We will have our final run for the year Saturday the 2nd December, meeting at 11-1130 at McDonalds.**

**We will start the ladies run back up 24th Feb 2024.**



## MID-WEEK RUN – 25<sup>th</sup> OCTOBER

It was a beautiful sunny day, just the shot for a run to blow the cobwebs out of the cars and the drivers. There were about 50 Club members in around 25 cars and after a briefing in the Maccas carpark we set out to Peel, turned right onto Pymonts Lane

It is a lovely house that they built themselves and it features beautiful examples of stained-glass windows. Mark's late father had received an Order of Australia award for his proficiency with stained glass. In that setting we enjoyed a bountiful morning tea prepared by Sandra and her friends.

One treat after another. After morning tea, we were invited to follow Mark down to his shed and were amazed to see his collection. He has a dozen Holdens, ranging from basic sedans to full-blown race cars and a whole batch of Ford 10 sedans and utilities, some of which he has painstakingly restored and he is also building a period open Wheeler. All of this in a building that is cleaner and more ordered than some hospitals, together with old petrol bowlers, a whole wall of number plates, oil bottles, oil pumps and too many other items to detail. It was a great mid-week run and a real eye opener. Mark and Sandra's generosity was greatly appreciated by all who attended.



## Two Presidents make a dream come true.

Brett Thompson a motoring enthusiast from Albury, had a dream to visit Bathurst and go to the National Racing Motor Museum and do a lap of Mount Panorama in an FJ Holden. Brett has failing vision and wanted to do this while he could still enjoy it.

Brett started the ball rolling by ringing Mick Tuckey, president of the Bathurst Light Car Club. Mick rang Bob Callender, president of the Bathurst Historic Car Club. And they decided let's do it.

With lots of organising, Brett on the 30<sup>th</sup> Oct spent the day at the National Racing Motor Museum. On the 31<sup>st</sup> Brett had his lap of Mount Panorama in a 1955 FJ Holden.

Brett's thanks, excitement and enthusiasm was inspiring.

Well Bob and Mick.

The FJ Holden and drive was supplied by myself.

By Peter Williams



# Riding On Air: The 1959 Ford Levacar Mach I

Here's one of the craziest and cutest experimental prototypes from Ford engineering in the Fifties, the Levacar Mach 1

In the late Fifties, the Ford Research and Engineering Centre in Dearborn was a free-wheeling operation, it's clear. The stylists and engineers on Oakwood Avenue were dreaming big: gas turbines, gyroscopes, radio control, nuclear cars. There was apparently no limit. This experimental prototype might be the most adorable one, however: the 1959 Levacar Mach I.



A ground-effect hovercraft, in a nutshell, the Levacar was the brainstorm of Ford's vice president of engineering, Andrew A. Kucher (that's him in the cockpit above). David J. Jay served as senior development engineer on the project, while Gale Haldeman, who later did the 1965 Mustang, crafted the exterior design. Underneath the single-seat coupe were three polished discs, or "levapads," which were fed a column of compressed air at 100 psi, allowing the vehicle to glide along on a thin cushion on air.

Kucher, who reportedly first developed the idea 30 years earlier, theorized that by riding slightly above the road rather than on it, a vehicle could travel at up to 500 mph. To the Institution of Mechanical Engineers, executive director of engineering Victor C. Roviolo proposed a 40-to-60 passenger transport capable of 300 mph. Along with the tiny Levacar, just 94 inches long, Kucher and Jay (above) modelled larger, family-sized cars using the air cushion principle, and even devised a Levascooter, which used levapads to levitate a fraction of an inch from the floor. The Levacar was displayed and demonstrated for visitors to the Ford Rotunda in Dearborn, where it ran on a steel tether around a small, circular track (below). Ford gave away thousands of promotional models of the Levacar Mach I, it's said, while AMT produced a model kit in 1/20 scale. If you'd like a Levacar of your own, the miniatures are known to show up on eBay and elsewhere now and then.



**What happened to Ford Levacar?**  
A disheartened Kucher retired on March 31, 1962. With Kucher's retirement, the Levacar project lost its champion. The Levacar itself and its display were in storage in a back room at the Ford Rotunda when they were destroyed by fire on November 9, 1962.<sup>14</sup> Apr 2023



**MOUNTED CONSTABLE: NORTHERN TERRITORY. 1928.**

**This is Mounted Constable Vic. Hall, author of the book ‘Outback Policeman’ (and others) who wrote of his time as a policeman in Western Australia and Northern Territory.**

**Constable Hall was responsible for policing an area of 10,000sq miles, which he covered mostly by horse. The motorbike seen here was not too good over the rough tracks, in which case he switched to horseback. This also explains the oversized saddlebags on the bike, which are in fact genuine saddlebags, which were carried by an accompanying pack-horse.**

**You’ll note Constable Hall is wearing riding boots - and even in the heat of the northern climate, is dressed in shirt and tie.**



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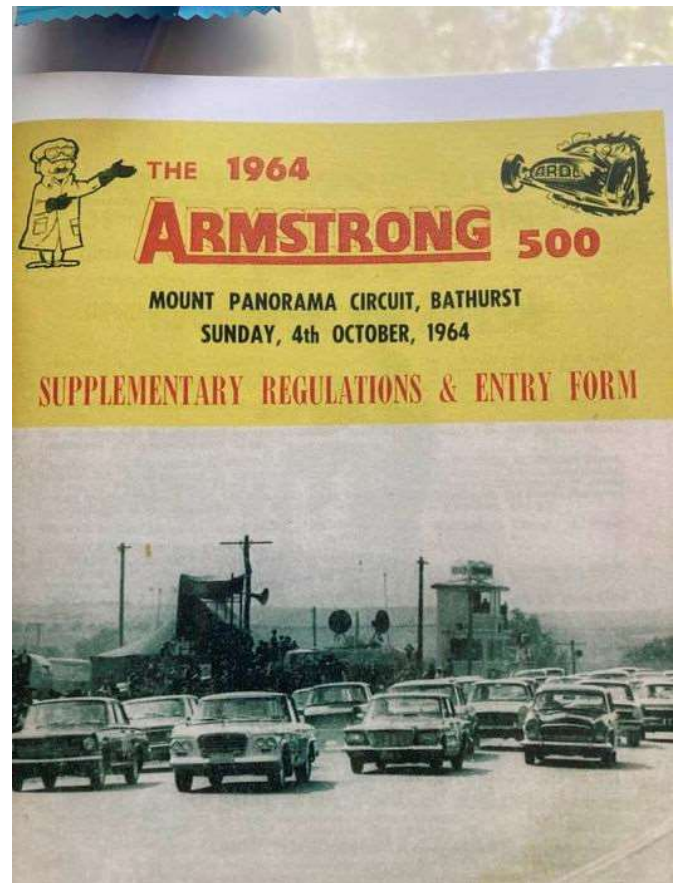
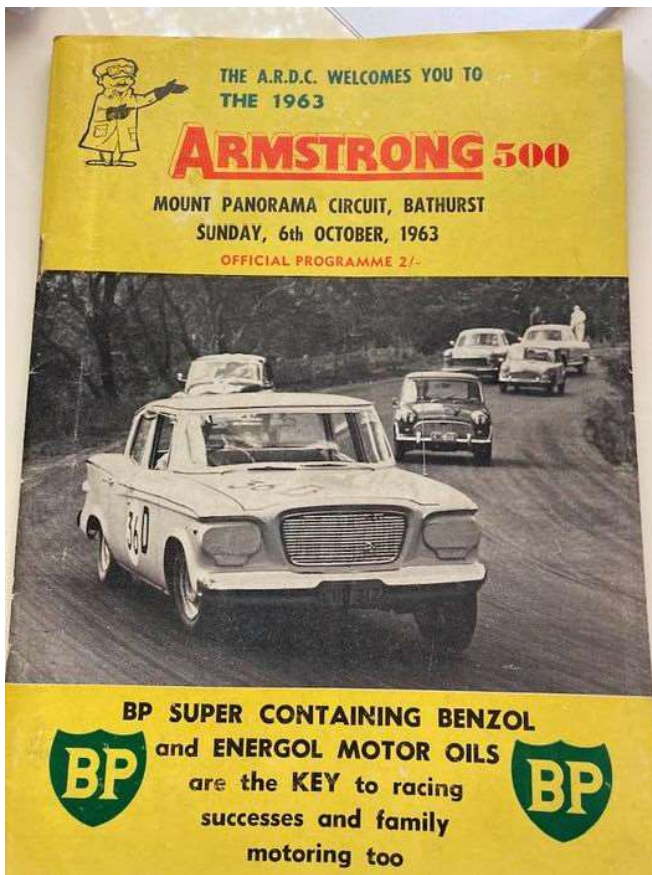
**Origins of an Australian Icon**

**In August 1919, two young aviators embarked on a journey from Longreach to Darwin mapping out possible landing sites for aircraft. They made the overland trip in a Model T Ford and, while journeying through the rough and roadless outback, formulated their ideas for a local air service. The company they founded was Qantas, and 100 years after Hudson Fysh and Paul McGinness completed their epic journey it remains a globally recognised brand.**

**On 10 March 1919 the Australian Commonwealth government offered a prize of £10,000 for the first successful flight to Australia from Great Britain by Australian pilots. Fysh and McGinness hoped to throw their hat in the ring, but after failing to find money to back their venture they found employment with the Australian Defence Department surveying the route between Longreach and Darwin.**







Some early programme covers for the real race.

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Here is a project for a tractor owner for the next Bathurst Show, would be a hit.

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Question, from a meeting with Chev and Ford club members. Why do Holdens and Chevs have heated rear windows.

Do you know. Holden and Chevs included heated rear demisters to keep your hands warm when pushing on a cold winter's day. Is this another Holden accessory to help push a broken-down vehicle.

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## Did You Know.

### Tank Assembly Workshop at Chullora Railway workshops during WW2.

The secret factory making armoured vehicles for the war effort, June 1943, tank assembly workshop.

The AC1 Sentinel was a cruiser tank designed in Australia in World War II in response to the war in Europe, and to the threat of Japan expanding the war to the Pacific or even a feared Japanese invasion of Australia. It was the first tank to be built with a hull cast as a single piece, and the only tank to be produced in quantity in Australia. The few Sentinels that were built never saw action as Australia's

armoured divisions had been equipped by that time with British and American tanks.

When design work began in November 1940, the AC1 was originally intended to be a 2 pounder gun-equipped vehicle, a true Cruiser tank, with a weight of between 16 and 20 tonnes. Due to a lack of home grown experience in tank design, a mission was sent to the US to examine the M3 design and Colonel W.D. Watson MC, an artillery officer with many years of tank design experience was provided by the UK. He arrived in December 1940. Like the Canadian Ram, the Australian Cruiser was to be based on the engine, drive train, and lower hull of the American M3 Medium tank, mated to an upper hull and turret built closely along the lines of a British Crusader. By 1942, attempting to keep pace with German tank developments, the design specification had become more like an American medium tank, resulting in a heavier design and a higher silhouette.

The Australian Cruiser tank Mark 1 (AC1) was designated "Sentinel" in February 1942.

Manufactured by the New South Wales Railway Company, fabrication took place at Sydney's Chullora Tank Assembly Shops with serial production vehicles emerging in August 1942, the premises also being used as a testing ground. The design used existing parts where available from other tank designs, simplified where necessary to match the machining capacity present in Australia. The hull was cast as a single piece, as was the turret; a technique not used on the hull of any other tanks of the era. The Sentinel was designed to mount either a QF 2 pounder or a QF 6 pdr (57 mm, 2.25 in). However, as the production order for 6 pounder tank guns had not been acted on, none of these were available and the first 65 tanks were built with the 2 pounders. Two Vickers machine guns were carried as secondary armament, one in the hull and a second mounted coaxially beside the main gun. The preferred engines suitable to power a 28 tonne tank, a Pratt & Whitney Wasp single row petrol radial, or a Guiberson diesel radial, were not available within Australia, so the Sentinel was powered by the combined output of three Cadillac V8 engines – petrol car engines with a displacement of 346 cu in (5.7 L) each. The three engines were installed in a clover-leaf configuration (two engines side-by-side to the front and a single to the rear) with all feeding power to a common gearbox. Sixty-five production vehicles had been completed by June 1943. The completed Sentinel tanks were used for evaluation purposes only and were not issued to operational armoured units. The Australian Cruiser tank programme was terminated in July 1943 as it was thought better for Australia to put the effort spent on the AC tanks towards building her own railway locomotives and supporting the large number of US tanks due to arrive. The tanks that had been produced were placed in storage until the end of the war. In 1943, the 3rd Army Tank Battalion was equipped with a squadron of AC1 tanks that had been modified to resemble German tanks. These tanks were used in the filming of the movie The Rats of Tobruk. This appears to have been the only time a squadron of Sentinels was used for any purpose.



AUSTRALIAN WAR MEMORIAL

P06227.001

**Survivors.** All but three tanks were disposed of by the Australian government in 1945. The 65 tanks that were not required to serve as a physical record in war museums in Australia and the UK were sold off by the Commonwealth Disposals Commission. Of the three that were retained, the first is at the RAAC tank museum at Puckapunyal Victoria (AC1 serial number 8030), the second is at the Bovington Tank Museum (AC1 serial number 8049), the third and only completed AC3 (serial number 8066) is located at the Treloar Resource Centre at the Australian War Memorial in Canberra.

From those that were sold, mostly for agricultural use, a third AC1 was reassembled at the Melbourne Tank Museum using the hull of AC1 8006 and the turret of AC1 8040. This tank was sold to the Military Vehicle Technology Foundation when the Melbourne Tank Museum closed in 2006, and subsequently bought by Wargaming when the MVTF collection was partly auctioned in 2014. It was placed on exhibit at the Camp Mabry Museum in Austin, Texas, for a period before being shipped to the Australian Armour and Artillery Museum to be repainted and put on display. A second Australian cruiser tank is also on display at the AAAM. This tank, acquired from the MTM, has a largely uncut hull, with turret, gearbox and running gear, otherwise bare inside. This vehicle consists of the hull of AC1 8040 and an AC3 turret. The tank was externally restored in 2014. It now has a 17 pounder barrel in an attempt to represent the AC4 prototype; the mantlet and gun mount were fabricated by the AAAM. An AC3 mockup was assembled from unused AC3 armour castings and a mix of AC3 and AC1 parts at the Melbourne Tank Museum in 1996–97, this piece was sold to a private collector in 2006.



This was also in 1943, NSW Government Railways' Small Craft Auxiliary Assembly Workshop (previously known as the Tank Assembly Workshop) at Chullora shows machine gun carriers in for rectification. (Photo courtesy State Records of NSW and the War Memorial) (The story is from Wikipedia)

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**A GREAT SEA STORY**

The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John DS. Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LONG 179 30' W. The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather & clear night worked in his favor. At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the Southern Hemisphere & in the middle of summer.

The rear (stern) was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in:

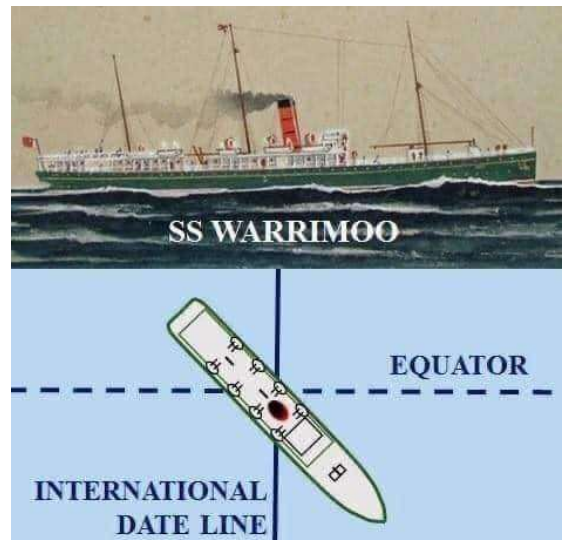
Two different days,

Two different months,

Two different years,

Two different seasons

But in two different centuries - all at the same time!



More photos of the run to Quirindi and Burning Mountain, thank you to those who sent the photos. Ray



Story to come.

# 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



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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

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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.

Photos can be supplied by contacting Ray the editor.

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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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**A tip for those in the club with pace makers which a few now have.**

**Model T Ford Brake Testing.**

What I found when getting pink slips is take the Model T to be inspected and run the trembler coils on the mag or battery and it can blow the test machine circuits and smoke will come out, the last time the ToNSW and CMC did it at a car show, the T's blew all their testers, they never tried again. This was on a standard 6-volt system but if the car is running a 12-volt system through the trembler coils it can put out enough electrical interference to disrupt a pace maker or set off alarms on buildings. If you are at a show and see one running don't go to close. Ray

Members are asked to please support our many financial Sponsors. Let them know you are from the Bathurst Historical Car Club, as feedback to them for their generous donations.



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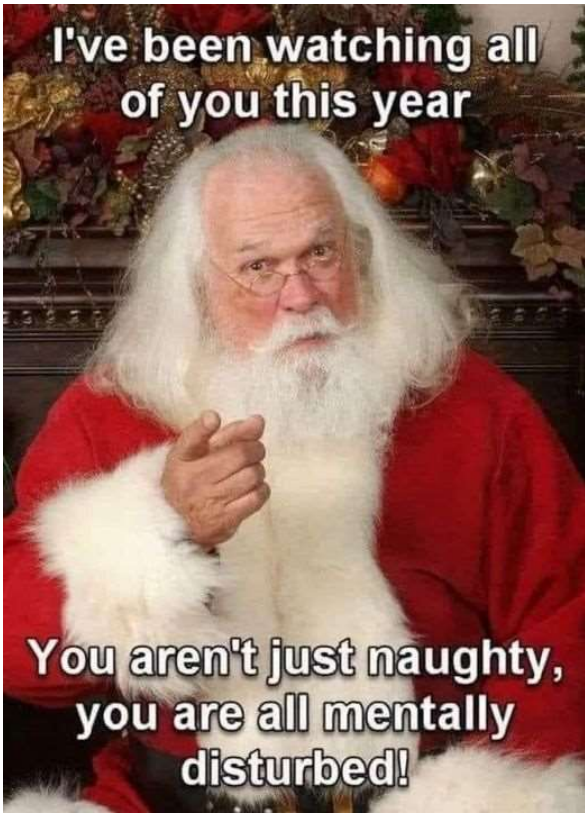
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