



The Spoke'N Word

BATHURST HISTORIC CAR CLUB

MAY 2023

www.bathursthistoriccarclub.com

Bathurst Historic Car Club
cars and bikes at the trades
trail 15th April.
Photos from Graham Clarke.



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A word from the President.

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Hello fellow members another month coming to an end.

Sorry I missed the last couple of runs as I've been in Sydney the last 3 weekends attending birthday parties with grand kids, etc.

Next important outing for some members who put their hands up is Anzac Day to take diggers from RSL to the Carillion, THANK You Kindly.

Saturday 29th I will be attending the Council meeting in Yass with David McInroy and Dave White a report to come latter.

As mentioned over the last couple of months we still needed a secretary for our club thankfully after the last meeting Greg Tait is stepping up but will need help when he is away. This will be ratified at the next meeting with members approval.

Rally (Tour) is going well but very few of our members have entered so far Please do so asap. Club members dont forget to donate a plate of food for the Rally Sunday brunch to keep up our reputation

Ray has advised that the Bathurst Show tickets have been finalised should be a great time to display the club to the general public. Sorry I'll be away again for this event first time I've missed in many a year. Hope all goes well.

Hopefully see you on the road soon. 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

MINUTES OF BHCC GENERAL MEETING 11/04/2023

Meeting opened at 7.37pm.

ATTENDANCE & apologies as per attendance book.

WELFARE: Graham Clarke awaiting knee surgery & a heart monitor. Loretta recovering well.

SECRETARY: See note at end of minutes.

TREASURER: Paul gave a comprehensive summary of our club's financial position. Acceptance moved Peter Borland, seconded Bill Lang - carried.

MAGAZINE editor: Ray would like some member stories to print in the magazine.

EVENTS: Andrew thanked members for their attendance at both last month's observation run and the Blayney show. This month's run is to Eugowra - be ready to leave maccas at 9.00am.

Bathurst show - all spots for our cars is full - those attending be at the Panorama motel ready for entry at 8.00am.

The Australian Sporting Car Club has invited us to join them on May 21 (National Heritage Motoring Day) and then continue on to McFeeters motor museum in Forbes.

REGISTRAR: David noted the HMAA annual general meeting is to be held in Yass on April 29. David also asked for expressions of interest for a weekend away (possibly Mudgee).

GOLD COUNTRY TOUR: Paul advised 20 cars have already submitted entries. We need approximately 10 volunteers to marshal along the route on Saturday and a similar number for the Sunday morning mystery tour. Sharon asked members to provide cakes etc for the Sunday morning tea.

SWAP MEET: The flyer has been released and is being distributed. 2BS is broadcasting details as a community service announcement. Leanne is looking for volunteers to assist on the day.

NEW MEMBERS: Stuart Ellis and Lee Harris were welcomed to the club.

Meeting closed at 8.15pm.

Greg Tait has offered his services as club secretary - to be confirmed at our May meeting. Greg escapes some of the Bathurst winter so we will need a volunteer to stand in on the odd occasion.

On behalf of BHCC i would like to offer our condolences to Gill and Eden McKenzie on the passing of their father John earlier this month.

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Did you know.

Sent in by John Evero. Thank you.

The Ford Motor Company of Canada assembly plant was first established in NSW at Sandown on the river near Parramatta. In 1935, they shifted their New South Wales operations to a new plant on Parramatta Road, Homebush.

The factory was designed by was designed by architects Stephenson, Meldrum and Turner. The factory was formally opened 31 March, 1936.

Article from the Sydney Morning Herald....

"The new Ford factory at Homebush will be opened to-day. Members of the company and dealers have arrived in Sydney from all parts of the State for the ceremony. The day's programme includes a conference, a tour of the factory, and the screening in the factory picture theatre of the film, 'The Ford Year'. Later each dealer will drive away in a car assembled at the factory. A dinner will be held at the Hotel Australia in the evening, when Mr. H. C. French, director and general manager, will be farewelled prior to his departure for England and Canada". Ford was a large local employer in Homebush and surrounding suburbs. In 1992, the municipality boundaries were altered and this site was transferred from Auburn Council to Strathfield Council. The factory closed in September 1994. It has since been developed into a business park.



The Sensational Comet V-8 – Powered Underslung.

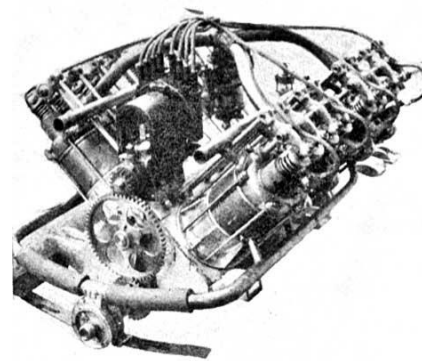
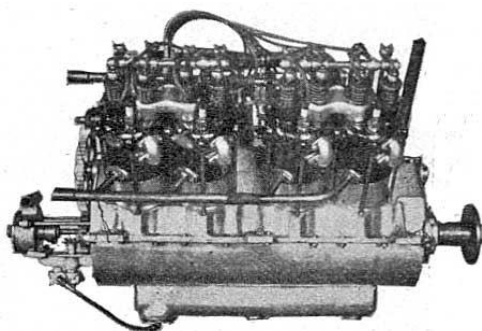
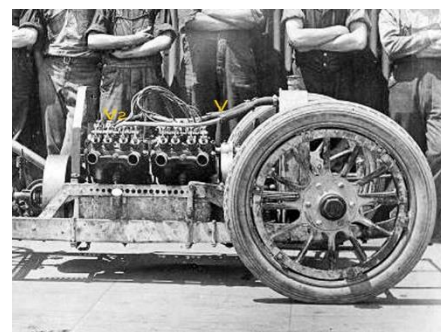
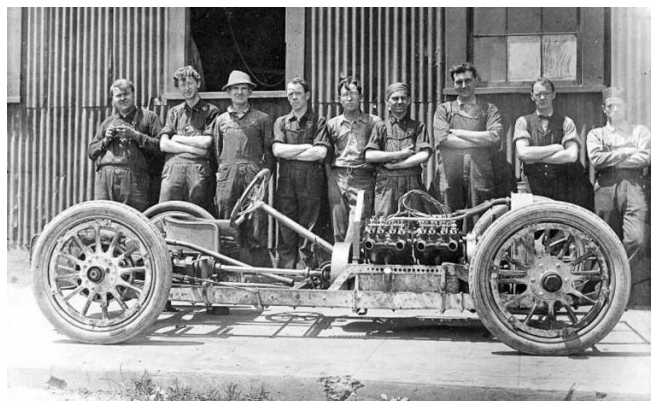
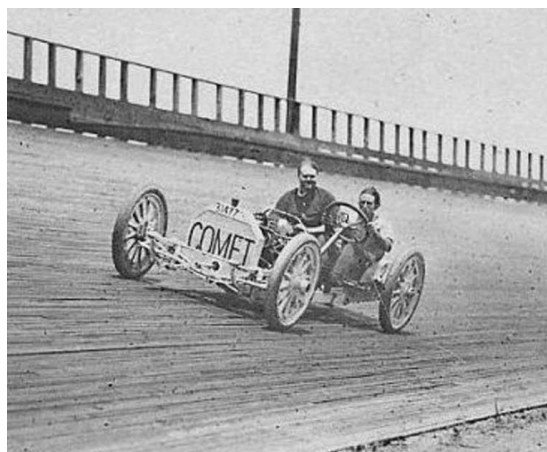
For quite some time, this Comet racing car has been attributed by others, either as a Buick or a Comet that was built by Premier and raced by Carl Fisher. After years of on-and-off-again research, a firm case has been developed proving that this is a Comet racing or test car built in San Francisco by Elbert John Hall. He later went on to form the Hall-Scott Motor Car Company in 1910 with Bert C. Scott and build the Hall-Scott A-2 V-8 aviation engine. The Comet car was produced in San Francisco by the Comet Automobile Co. (1907-1909), and Hall joined the newly-formed Company, which soon floundered and died. According to the *Standard Catalog of American Cars* Hall, ended up with the rights to the name and soon formed the Hall Automobile Co. with Autocar dealer Walter C. Morris. **Workers at the Hall Automobile Co. pose with the V-8 powered car.**

Hall continued to use the Comet name and over the next few years a total of about six automobiles were reported to have been built. The cars were powered by straight fours, one six cylinder and V-8 engines of Hall's design. The small four cylinder 25- h.p. o.h.v. road car was guaranteed to do 75 m.p.h. which was very fast for the time. The Hall also built a small and lightweight o.h.v. four-cylinder racing car that tore up the race tracks in San Francisco and the Bay Area winning many events in the 1909 to '10 period. *Automobile*

Topics magazine reported on August 5, 1908 that the Comet won seven races at a meet sponsored by the Sonoma County Auto Club in Santa Rosa, CA. A casual look at the photo (above) would lead one to believe that this was the four-cylinder racing car. Further investigation of the photo of this racing or test car shows that it is powered by one of Hall's V-8 engines. This car may have served as a test bed for developing the A-2 V-8 aviation engine, and there is a possibility that it was the race car repowered with the new V-8. The enlargement (above) shows that this car was powered by a V-8 engine that is very similar to the Hall-Scott Type A-2 aviation engine that was introduced in 1910. If one takes the time to study the engine, it will notice that the two-cylinder blocks on the right-hand side of the car are inclined on an angle.

The V in the photo points to a radiator hose with a second water manifold behind it on top of the other bank of cylinders. V2 points to the tip of one of the exposed rocker arms on the other side of the engine. The bundle of ignition wires also begins at a magneto in the vee of the engine and are in the same location as the A-2 engines. Photos from the *Automobile Trade Journal* November 1910 issue, show an early Hall-Scott A-2 V-8 aviation engine. Note the sophisticated oil pan Hall designed that used a lower collection section that in effect was the tank for a dry sump oil system. The four-cylinder aviation engine used a separate tank mounted off to the side of the oil pan. The first Mercer racing car designed at the same time would use a similar design as seen above, and it was used in all of the later 1911-'14 production and racing cars.

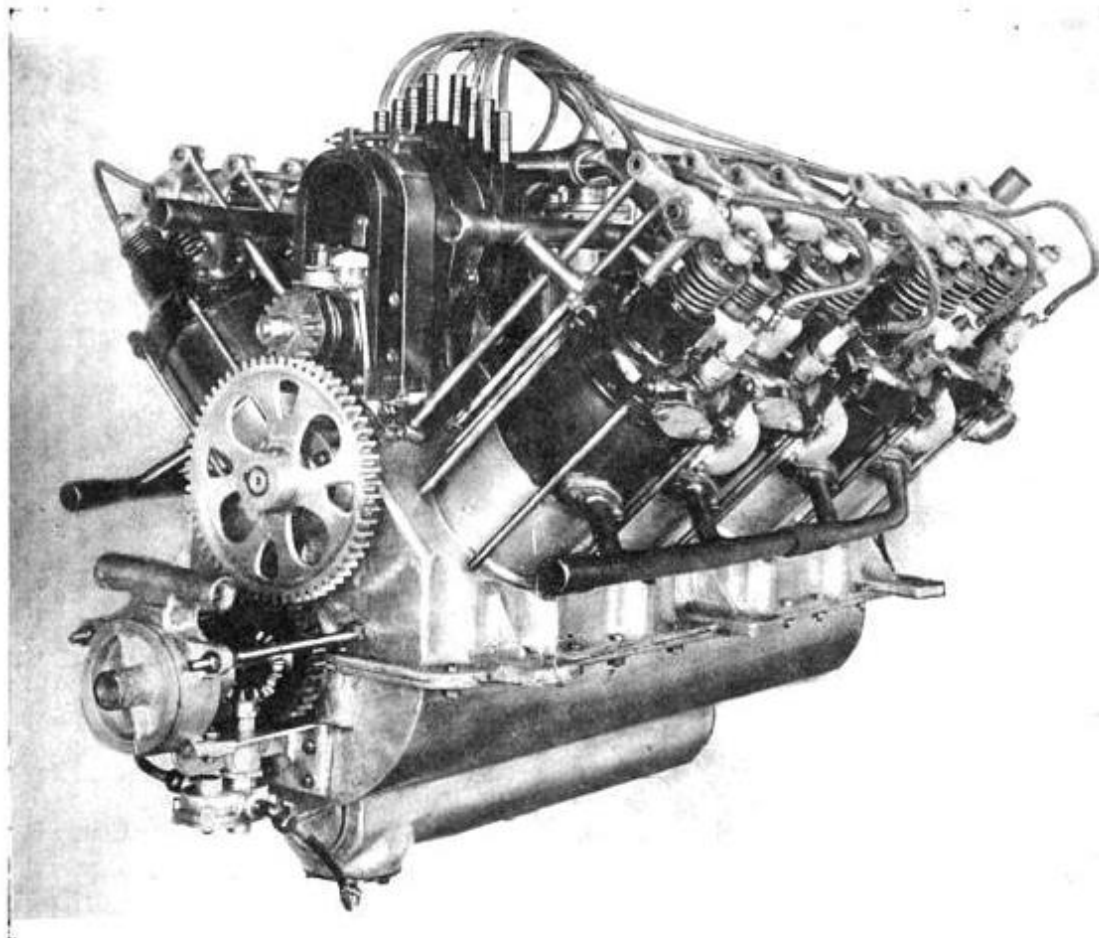
A rear view of the early A-2 engine showing the camshaft gear and magneto and water pump location.



Hall-Scott Aviation Motors

The only American aviation motor purchased by professional airmen. Chas. K. Hamilton, J. J. Frisbie, Capt. Thos. S. Baldwin, D. Masson, Bud Mars and Tod Shriver use Hall-Scott Motors as regular equipment and highly endorse them.

THE MOTOR THAT WILL PUT YOU IN THE PROFESSIONAL CLASS



TYPE A-2—8 CYLINDER, 60 H. P.
400 pounds thrust at 1,200 revolutions per minute.

Fred Wisemann, with a California-built Farman-type machine, equipped with a Hall-Scott Type A-2 motor, Hall-Scott standard propeller and Hall-Scott lightweight radiator, was the only one out of at least 10 other novice entries that made good at the San Francisco meet, winning first prize for distance and duration (total time in the air, 49 min. 43 sec.), second prize for speed, third prize for altitude and qualifying in two other events. Total prize money won by Wisemann, \$1,283.33. The balance of the prize money went to Robinson, Beachy and Walker, flying for Curtiss with standard Curtiss planes, ready set up for them. All the other novice entries failed to leave the ground for lack of power; in some instances had paid more for lack of power than if they had purchased a Hall-Scott power plant.

You will eventually want a Hall-Scott motor. Why not start right and get in the professional class at once by sending us your order? We are running a night shift now to keep up with the demand, so get in your order immediately if you do not want to be disappointed as regards delivery.

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San Francisco, California

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New York Representative

Catalogues on request

Auto polo, the game for the brave.

Automobile polo or auto polo was a motorsport invented in the United States with rules and equipment similar to equestrian polo but using automobiles instead of horses. The sport was popular at fairs, exhibitions and sports venues across the United States and several areas in Europe from 1911 until the late 1920s; it was, however, dangerous and carried the risk of injury and death to the participants and spectators, and expensive damage to vehicles.



Origins

The official inventor of auto polo is purported to be Ralph "Pappy" Hankinson, a Ford automobile dealer from Topeka who devised the sport as a publicity stunt in 1911 to sell Model T cars. The reported "first" game of auto polo occurred in an alfalfa field in Wichita on July 20, 1912, using four cars and eight players (dubbed the "Red Devils" and the "Gray Ghosts") and was witnessed by 5,000 people. While Hankinson is credited with the first widely publicized match and early promotion of the sport, the concept of auto polo is older and was proposed as early as 1902 by Joshua Crane of the Dedham Polo Club in Boston, with the Patterson Daily Press noting at the time of Crane's exhibition that the sport was "not likely to become very popular." Auto polo was also first played in New York City inside a regimental Armory building in 1908 or 1909. The popularity of the sport increased after its debut in July 1912, with multiple auto polo leagues founded across the country under the guidance of the Auto Polo Association. The first large-scale exhibition of auto polo in the eastern United States was held on November 22, 1912, at League Stadium in Washington, D.C. Another exhibition was staged the following day at Hilltop Park in New York. [Brooklyn Daily Eagle, November 24, 1912, p. By the 1920s, New York City and Chicago were the principal cities for auto polo in the United States with auto polo matches occurring every night of the week. In New York, matches were held at Madison Square Garden and Coney Island.



Internationally, auto polo was regarded with scepticism and caution. In 1912, the British motoring publication The Auto described the new sport as "very impressive" and a "lunatic game" that the writers hoped would not become popular in Britain. Hankinson himself promoted auto polo in Manila in the 1910s with events sponsored by Texaco and recruited teams in the United Kingdom. Auto polo was further spread to Europe by auto polo teams from Wichita that toured Europe in the summer of 1913 to promote the sport. In Toronto in 1913, auto polo became the first motorsport to be showcased at the Canadian National Exhibition, but the sport did not become popular in Canada.

Rules and equipment.

The Dedham Polo Club first used Mobile Runabouts for their exhibition game in 1902.

Unlike equestrian polo which requires large, open fields that can accommodate up to eight horses at a time, auto polo could be played in smaller, covered arenas during wintertime, a factor that greatly increased its popularity in the northern United States. The game was typically played on a field or open area that was at least 300 feet (91 m) long and 120 feet (37 m) wide with 15-foot (4.6 m) wide goals positioned at each end of the field. The game was played in two halves (chukkars) and each team had two cars and four men in play on the field at a given time. The first auto polo cars used by the Dedham Polo Club were unmodified, light steam-powered Mobile Runabouts that seated only one person and cost \$650 (equivalent to \$20,358 today). As the sport progressed, auto polo cars resembled stripped down Model Ts and usually did not have tops, doors or windshields.



With later incarnations sometimes outfitted with primitive rollbars to protect the occupants. Cars typically had a seat-belted driver and a mallet man that held on to the side of the car and would attempt to hit a regulation-sized basketball toward the goal of the opposing team with the cars reaching a top speed of 40 miles per hour (64 km/h) and while making hairpin turns. The mallets were shaped like croquet mallets but had a three-pound head to prevent "backfire" when striking the ball at high speeds.

Safety and damage concerns

Due to the nature of the sport, cars would often collide with each other and become entangled, with mallet men frequently thrown from the cars. Installation of rollcages over the radiator and rear platforms of the cars helped prevent injuries to players, but falls did result in severe cuts and sometimes broken bones if players were run over by the cars, though deaths due to auto polo were rare. Most of the cars would usually be severely wrecked or demolished by the time the match was finished, leaving most players uninsurable for costly material and bodily damages incurred during the game. A tally of the damages encountered by Hankinson's British and American auto polo teams in 1924 revealed 1564 broken wheels, 538 burst tires, 66 broken axles, 10 cracked engines and six cars completely destroyed during the course of the year. The sport waned in popularity during the late 1920s, mostly due to the high cost of replacing vehicles, but did have a brief resurgence in the Midwestern United States after World War II



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Car radio by the years.

Vehicle audio is equipment installed in a car or other vehicle to provide in-car entertainment and information for the vehicle occupants. Until the 1950s it consisted of a simple AM radio. Additions since then have included FM radio (1952), 8-track tape players, cassette players, record players, CD players (1984), DVD players, Blu-ray players, navigation systems, Bluetooth telephone integration, and smartphone controllers like CarPlay and Android Auto. Once controlled from the dashboard with a few buttons, they can now be controlled by steering wheel controls and voice commands.

Initially implemented for listening to music and radio, vehicle audio is now part of car telematics, telecommunication, in-vehicle security, handsfree calling, navigation, and remote diagnostics systems. The same loudspeakers may also be used to minimize road and engine noise with active noise control, or they may be used to augment engine sounds, for instance making a smaller engine sound bigger.

History

Radio 1937 Philips Auto Radio. Weighing 24 kg and taking 8 litres of space, it was floor mounted with a wired remote control to be fitted to the dashboard. In 1904, well before commercially viable technology for mobile radio was in place, American inventor and self-described "Father of Radio" Lee de Forest demonstrated a car radio at the 1904 Louisiana Purchase Exposition in St. Louis. Around 1920, vacuum tube technology had matured to the point where the availability of radio receivers made radio broadcasting viable. A technical challenge was that the vacuum tubes in the radio receivers required 50 to 250 volt direct current, but car batteries ran at 6V. Voltage was stepped up with a vibrator that provided a pulsating DC which could be converted to a higher voltage with a transformer, rectified, and filtered to create higher-voltage DC.

A DIN head unit with radio and CD



In 1924, Kelly's Motors in NSW, Australia, installed its first car radio. In 1930, the American Galvin Manufacturing Corporation marketed a Motorola branded radio receiver for \$130. It was expensive: the contemporary Ford Model A cost \$540. A Plymouth sedan, "wired for Philco Transitone radio without extra cost," was advertised in Ladies' Home Journal in 1931. In 1932 in Germany the Blaupunkt AS 5 medium wave and longwave radio was marketed for 465 Reichsmark, about one third of the price of a small car. Because it took nearly 10 litres of space, it could not be located near the driver, and was operated via a steering wheel remote control. In 1933 Crossley Motors offered a factory fitted car radio for £35. By the late 1930s, push button AM radios were considered a standard feature. In 1946, there were an estimated 9 million AM car radios in use. An FM receiver was offered by Blaupunkt in 1952. In 1953, Becker introduced the AM/FM Becker Mexico with a Variometer tuner, basically a station-search or scan function.

In April 1955, the Chrysler Corporation announced that it was offering a Mopar model 914HR branded Philco all transistor car radio,^[11] as a \$150 option for its 1956 Chrysler and Imperial car models. Chrysler Corporation had decided to discontinue its all transistor car radio option at the end of 1956, due to it being too expensive, and replaced it with a cheaper hybrid (transistors and low voltage vacuum tubes) car radio for its new 1957 car models.^[12] In 1963, Becker introduced the Monte Carlo, a tubeless solid state radio with no vacuum tubes.

From 1974 to 2005, the Autofahrer-Rundfunk-Informationssystem was used by the German ARD network.^[13] Developed jointly by the Institut für Rundfunktechnik and Blaupunkt, it indicated the presence of traffic announcements through manipulation of the 57kHz subcarrier of the station's FM signal. ARI was replaced by the Radio Data System.

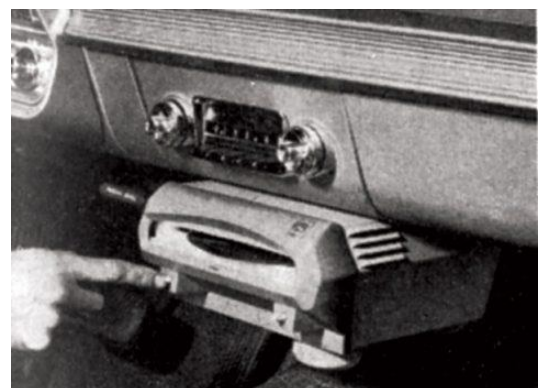
The AM/FM radio combined with a CD player has remained a mainstay of car audio, despite being obsolescent in non-car applications.

In the 2010s, internet radio and satellite radio came into competition with FM radio. By this time some models were offering 5.1 surround sound.

Physical media and connectivity.

Mobile players for physical media have been provided for vinyl records, 8-track tapes, cassette tapes, compact discs, and MP3s. The increased sophistication of the vehicle audio system to accommodate such media has made the audio unit a common target of car break-ins, so these are equipped with anti-theft systems too.

Attempts at providing mobile play from media were first made with vinyl records, beginning in the 1950s. The first such player was offered by Chrysler as an option on 1956 Chrysler, Desoto, Dodge, and Plymouth cars. The player was developed by CBS Labs and played a limited selection of specially provided 7-inch discs at 16⅔ RPM. The unit was an expensive option and was dropped after two years. Cheaper options using commonly available 45 rpm records were made by RCA Victor (available only in 1961) and Norelco. All of these players required extra pressure on the needle to avoid skipping during vehicle movement, which caused accelerated wear on the records. In 1962, Muntz introduced the Wayfarer 4-track cartridge tape player. Celebrities, including Frank Sinatra, had these units installed in their cars. In 1965, Ford and Motorola jointly introduced the in-car 8-track tape player as optional equipment for 1966 Ford car models. In 1968, a dashboard car radio with a built-in cassette tape player was introduced by Philips. In subsequent years, cassettes supplanted the 8-track and improved the technology, with longer play times, better tape quality, auto-reverse, and Dolby noise reduction. They were popular throughout the 1970s and 1980s.



Cassette players were still found in vehicles as late as the 2005-06 Honda CR-V and 2008 Acura TL. There have also been vehicle audio units which are able to accept both compact cassettes and CDs. Pioneer introduced the CDX-1, the first car CD (compact disc) player, in 1984. It was known for its improved sound quality, instant track skipping, and the format's increased durability over cassette tapes. Car CD changers started to gain popularity in the late 80s and continuing throughout the 90s, with the earlier devices being trunk-mounted and later ones being mounted in the head unit, some able to accommodate six to ten CDs. Stock and aftermarket CD players began appearing in the late 1980s, competing with the cassette. The first car with an OEM CD player was the 1987 Lincoln Town Car, and the last new cars in the American market to be factory-equipped with a cassette deck in the dashboard was the 2010 Lexus SC430,^[22] and the Ford Crown Victoria. The car cassette adapter allowed motorists to plug in a portable music player (CD player, MP3 player) into an existing installed cassette tape deck.

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1960-1969. Ladies fashion to go with your 1960's cars.

By [Karina Reddy](#) | [1960-1969, 20th century, decade overview](#).

Fashion in the 1960s became progressively more casual across all genders and ages. Womenswear followed three broad trends: a continuation of the previous decade's ladylike elegance, the youthful styles of Mary Quant and the Space Age influence, and the late 1960s "hippie" style.



Menswear saw an increasing amount of colour and pattern, military influence, and new fashion icons in the form of rock stars. Children's wear saw less change, but also became more casual and brighter in colour and pattern.

Broadly categorized, there were three main trends in 1960s womenswear: 1) the lady-like elegance inherited from the previous decade seen on the likes of First Lady Jacqueline Kennedy, 2) the fun, youthful designs popularized by Swinging London, and 3) the Eastern-influenced hippie styles of the late 1960s. Along with these diverse styles, there came a shift in the way that women shopped and for whom the styles were created.



In the early years of the decade, fashion continued along the lines of the 1950s. Skirt suits and coordinating accessories were emphasized as one decade transitioned into the next. First Lady Jacqueline Kennedy epitomized this look during her husband's presidential campaign and short presidency. She was admired around the world for her put-together, lady-like look consisting of boxy skirt-suits like the Givenchy suit and navy suit, sheath and A-line dresses and luxurious coats—all accessorized with white gloves, pearls, and a matching hat. This look was being produced by the likes of Hubert de Givenchy and Cristóbal Balenciaga but as the decade progressed, it became clear that the momentum was towards a new kind of designer in the 1960s. The cultural phenomenon termed Swinging London began in 1955 but reached its zenith in the early- to mid-1960s. It was a phenomenon that focused on youth, spotlighting music and fashion. It brought us The Beatles and the miniskirt, Twiggy and The Who. The designer who led the way in the "youthquake" was Mary Quant who opened her first shop, Bazaar, on the King's Road in Chelsea, London in 1955. Quant's simple, colourful designs appealed to teenagers and young people who had more disposable income than any generation before. It differed from the stuffy looks of the older generation and appealed to young women who embraced the child-like styles Quant produced. Fashion historian James Laver writes of Quant in *Costume and Fashion: A Concise History*, "Rejecting the constraints of seasonal shows.



She produced as many as twenty-eight collections during her early years, creating simple, practical, often mix n' match designs which had an element of classlessness perfectly suited to the mood of the sixties". Bazaar was in the new boutique style, a revolutionary new way to shop that differed from the traditional designer atelier and the department store. Besides the accessibility of the clothes in the shop, boutiques also created a frenetic atmosphere. In her book *The Lost Art of Dress*, Linda Przybyszewski writes, "Boutiques were groovy places where modern music played and young owners and customers collaborated on new looks that came only in small sizes". One of the most revolutionary designs attributed to Quant was the miniskirt and minidress. Eschewing the prim below-the-knee skirts of the late 1950s and early 1960s, by the mid-sixties, young women were wearing skirts that fell at the upper thigh. Like the short skirts of the 1920s, the miniskirt shocked but was also a highly popular look for young women. Miniskirts and minidresses were adopted by Parisian designers as Quant and her contemporaries continued to gain popularity. Along with the miniskirt came a craze for the playful, innovative use of new materials and a focus on scientific progress. Newly developed materials such as acrylics, polyesters, and shiny PVC were used in women's clothing while designers were inspired by pop art and space, like the miniskirt. Pierre Cardin and André Courrèges debuted space-inspired designs in shades of white and silver. Laver writes, "Courrèges' Spring/Summer 1964 'Space Age' collection featured 'astronaut' hats and goggles, white and silver PVC 'moon girl' loon trousers, catsuits and white patent or kid leather, mid-calf-length boots". Sheath and A-line minidresses, both without defined waists, were popular silhouettes. These modern designs dominated the mid-sixties as fashion moved toward a more playful and freeing look. While the miniskirt reached its height mid-decade, by the late 1960s, a new style and culture was emerging. Skirts dipped back to mid-calf and by 1969, the full-length maxi-skirt had emerged. This came with the move towards the "hippie" aesthetic. Elizabeth Wilson writes in Gerta Buxbaum's *Icons of Fashion: The Twentieth Century*, "Between 1965 and 1967, the uncluttered, futuristic design of André Courrèges and Mary Quant – featuring short skirts, childish pinafores, and boxy shapes – were superseded by a return to the styles of Art Nouveau, Hollywood, and William Morris". Suede, headbands, kaftans, Afghan coats, beads and other non-Western elements of adornment were embraced as were flowing skirts and second-hand clothing. Janis Joplin, embraced this style in the late 1960s. Both the "Mod" movement, to which Quant contributed, and the hippie movement were part of a new model of "street style" in which fashion is disseminated from the streets up to the designers rather than vice versa. Jane Mulvagh writes in *Icons of Fashion*, "1962 to 1968 were crucial years in which the allure and originality of street style challenged, and finally broke, the hegemony of high fashion". The trajectory of fashion in the 1960s saw three very diverse overarching styles but also a shift from a designer-centric fashion ecosystem to one where the consumer was at the centre of creation.



I have added these pages for those who have 1960's cars and just a change to remember the best times in all our lives. One thing we should now think on is that those young ladies who wore these out fits are now wives and grandmothers. The young men from that time are getting a bit long in what teeth we still have. Ray.

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

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Swap Meet update.

BATHURST SWAP MEET IS AGO IN 2023. For more than 30 years, until Covid intervened, the Bathurst Historic Car Club has operated the largest and longest-established Swap in the area, This to be our next big swap meet for all to come and enjoy while getting so bargains.

For further information **Our email address is bhccswapmeet@outlook.com**

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BATHURST SWAP MEET – 20th AUGUST

The Swap Meet is a very important event for the Club that will require strong support and participation by members. Speak to Lee-Ann Hagney now to secure your preferred spot on the roster!

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UPDATE ON SPONSORS FOR 2023 SWAP MEETING.

The Following Businesses were personally approached and invited to place a Business Card Size Advertisements to be included in the BHCC Monthly Magazine for a period of 12 months. The Western Advocate, 2BS B" Rock (MEDIA) and Kennards Hire are all supporting BHCC with Advertising EXPOSURE. Please support these people for them giving our club support, thank you, Millie Watson

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VINTAGE TYRES FOR SALE.

Hi all, just thought I would mention to let the members know that the importer that I use has these vintage tyre sizes in stock.

2 sets of 4 tyres that he has in stock. 185/75R16 Radial blackwall. These are a rare find blackwall replacement for the old 600/650x16 cross plies. Makes a huge difference to driving, handling and safety and can sell them for \$235each, way less than a US imported cross ply. Need a \$35 tube as well and I have the correct ones with short stumpy valve.

I also have a set of 4 in 205/75R15 with narrow white wall, they are \$235 each and the recommended tubes are \$35. These will fit nicely on any Chev. from 1949 to '55.

Only one set of each available. So, if you need these or can mention them around it would be appreciated.

I also have some vintage sizes coming from US should you need any just give me an email.

Regards John

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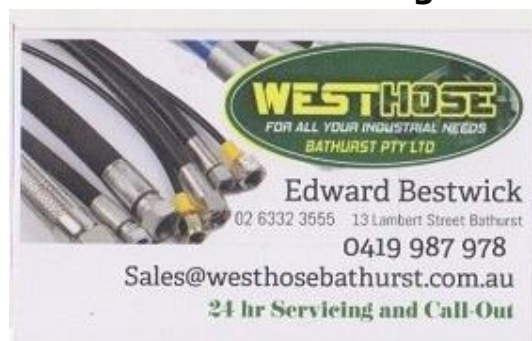
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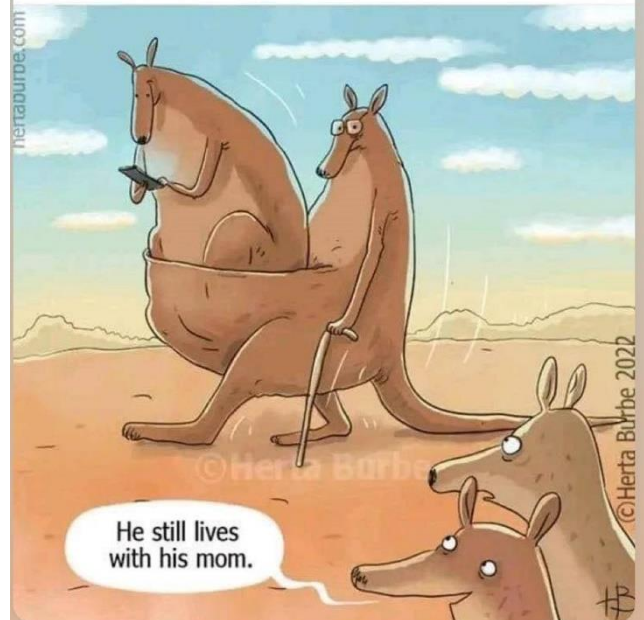
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