

# CRANK TORQUE

**JUNE 2023**

*Newsletter of the Parkes Antique Motor Club Inc PO Box 476 PARKES NSW 2870*

*Email: [parkesantiquemotorclub@gmail.com](mailto:parkesantiquemotorclub@gmail.com)*

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***At Parkes Fire and Rescue's Open Day, the staff donned their fire fighting clobber to see if they all could fit on the Club's Garford.***

## **IN THIS ISSUE**

**MAY MEETING MINUTES;**

**WHAT'S HAPPENED: Anglican Ball; Pre 31; Eugowra; Nabiac**

**WHAT'S HAPPENING: CHMC Rally; Peak Hill; Manildra;**

**PIERCE-ARROW; FOR SALE; WHAT'S ON;**

**CLUB DIRECTORY 2023**  
**PATRON Barbara Newton**

<b>EXECUTIVE OFFICERS</b>			<b>EXECUTIVE MEMBERS</b>		<b>TECHNICAL ADVISORY COMMITTEE</b>	
<b>President</b>	Phil Dixon	04 1988 8695	Bruce Chatman	6862 4080	Trevor Reece	6851 1290
<b>Vice President</b>	Bruce Danson	04 5854 1133	Peter McQuie	6862 2930	Eric Woods	6862 6608
<b>Secretary</b>	Barry Garment	04 0802 5712	Geoff Robinson	04 2525 2810	Rex Veal	6862 1478
<b>Treasurer</b>	Chris McQuie	04 2943 2560				
			<b>Plates / Dating</b>	Peter McQuie	6862 2930	
			<b>Editor</b>	Barry Garment	04 0802 5712	
			<b>Custodian</b>	Frances Thornton	6862 5183	
<b>INSPECTION OFFICERS</b>	<b>MOVEMENT PERMITS</b>		<b>Attendance Registrar</b>	Margaret Gould	6862 1907	
Bruce Danson	04 5854 1133	Peter McQuie	6862 2930	Geoff Robinson	04 2525 2810	
Geoff Robinson	04 2525 2810	Trevor Reece	6851 1290	Joyce Mann	04 2862 6669	
Rex Veal	6862 1478	Barry Garment	04 0802 5712	Bruce Chatman	6862 4080	
Alan Curteis	0407 709 039			Allan Curteis	6862 5848	
				Barry Garment	04 0802 5712	
<b>EVENTS COMMITTEE</b>	<b>SWAP MEET COMMITTEE</b>			<b>Historian</b>		
Bruce Danson	04 5854 1133	Alan Curteis	6862 5848	<b>Librarian</b>		
Joyce Mann	04 2862 6669	Phil Dixon	04 1988 8695	<b>Public Officer</b>		
Barry Garment	04 0802 5712			<b>Auditor</b>		
Joanne Chatman	6862 4080			<b>CHMC Delegate</b>		
<b>ELIGIBILITY COMMITTEE</b>	<b>HPC MANAGEMENT COMMITTEE</b>	<b>MOTORCYCLE RALLY COMMITTEE</b>				
Bruce Danson	04 5854 1133	<b>Delegates</b>	Barry Garment	04 0802 5712	Bruce Danson	04 5854 1133
Geoff Robinson	04 2525 2810		Phil Dixon	04 1988 8695	Allan Curteis	6862 5848
Rex Veal	6862 1478	<b>Alternate</b>	Geoff Robinson	04 2525 2810		
Allan Curteis	0407 709 039	<b>Delegates</b>	Chris McQuie	04 2943 2560		

<b>LIFE MEMBERS</b>					
Peter McIntyre	Bob Steel	Anne Steel	Peter McQuie	Rex Veal	Barry Garment
<b>CLUB MEETINGS</b>	<b>2<sup>nd</sup> Tuesday each month</b>		<b>Henry Parkes Centre</b>	<b>Parkes</b>	

**CRANK TORQUE**  
Is the official journal of the Parkes Antique Motor Club Inc. Articles and comments reflect the views and opinions of the contributors and are not necessarily those of the Club, its Committee, or the Editor

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**PARKES ANTIQUE MOTOR CLUB INC**  
**MINUTES OF MEETING AT HENRY PARKES CENTRE, PARKES**  
**on MAY 9<sup>th</sup> 2023**

**Meeting commenced** 7.30pm Chairman Phil Dixon

**Also Present** 16 members as per attendance book

**Apologies** Arthur Parker, Wes Westcott Geoff Robinson, Bob Steel, Blake Chatman, Joy Neems

**MOVED** Bruce Chatman, Rex Veal That the apologies be received **CARRIED**

**MOVED.** Bruce Danson, Peter McQuie That the minutes of Club meeting held April 11<sup>th</sup> 2023 and circulated to all members be accepted as a true record, **CARRIED**

**Correspondence In**

Parkes Shire Council	HPC Visitation Data	
Other Clubs	Newsletters	Approx 25
Parkes Shire Council	Revised Lease Agreement	
Parkes Visitor Centre	Visitor feedback	
CHMC	Wagga Wagga Meeting	

CHMC Demerit Points  
Parkes Shire Council Swap Meet Grant

***Invitation Runs***

Australian Sporting Car Club Motoring Heritage Day May 21<sup>st</sup>  
Peak Hill Leisure Centre Advertising June 10-11

**MOVED** Barry Garment, Peter McQuie That inwards correspondence be received and  
outwards endorsed. **CARRIED**

***TREASURERS REPORT***

**MOVED** Chris McQuie, Col Hawke That the attached Treasurer’s Report be adopted  
**CARRIED**

***Club Events Past***

**SUNDAY APRIL 16<sup>th</sup> CLUB RUN PEAK HILL OPEN CUT EXPERIENCE**

A 9.30am brunch at HPC followed by a run to Peak Hill to view the Open Cut experience.  
An unexpected change in the weather meant only 5 vehicles made the trip. The uneven surface  
of the track prompted a few to not brave the whole “experience”. However all that braved the  
elements enjoyed an enlightening visit.

**MAY 4<sup>th</sup>-7<sup>th</sup> PRE ’31 (VINTAGE AND VETERAN) AUTUMN TOUR COWRA**

Of the 135 vehicles entered, two were from PAMC. A well organised Rally which allowed the  
participants some unique opportunities together with a great social occasion and some  
interesting drives.

**MAY 5<sup>th</sup> ANGLICAN BALL**

Bruce Danson expressed his thanks to all who provided vehicles well suited to transport some  
young people to their “first” formal occasion.

***Club Events Proposed***

**SAT MAY 20<sup>th</sup> FALCON GT NATIONALS BATHURST**

Members to make individual travel arrangements

**SUN MAY 21<sup>st</sup> NHMD COWRA & FORBES**

The Club has approved joining other Central Western Clubs for a National Motoring Heritage  
day run organised by Australian Sporting Car Club.

This is joint car club event that is aimed to support the flood ravaged areas of Eugowra and  
Forbes. Those who participate are encouraged to make a paper note donation at either or both  
Eugowra (Apex Park) and Forbes (McFeeters Motor Museum) to the area of your choice. Secure  
donation barrels will be located at these locations.

There will also be lucky entry barrels located at these points. Entry forms will be available to  
everyone when a donation is made.

PAMC members who wish to travel in a group should meet at Parkes Racecourse at 10.00am on  
Sunday 21<sup>st</sup>.

**FRI – MON 9<sup>th</sup> -12<sup>th</sup> JUNE CHMC RALLY**

We’ve about 7 member’s vehicles entered. Most will depart from Moulden’s Hill at 8.30am on  
Friday 9<sup>th</sup>. CHMC AGM is on Friday evening 9<sup>th</sup>



The Peak Hill Leisure Centre is celebrating the 50<sup>th</sup> Anniversary of its building being opened for use as a meeting room for Crafts of all kinds. It has asked the Club to provide a display to showcase the Club's vehicles and brighten up the main street.

The Club has agreed to this display, and an indication of numbers likely to attend will be taken at the coming meeting.

**SAT 17<sup>th</sup> JUNE**      **MANILDRA MOVIES**

Book the date. Preliminary warning for this annual event. Details later

**MOVED** Chris McQuie, Bruce Danson      That these be approved as Club Runs. **CARRIED**

**GENERAL BUSINESS**

**MUSEUM WORK**

When significant works are undertaken in the Motor Museum, HPC Staff generally close the Motor Museum to the public. A request has been made to the effect that:

- Members need to try as far as possible for any work in Museum (cleaning, repairs, moving vehicles) be carried out after hours.
- Members should try to avoid being in the Museum alone, particularly when moving vehicles. This is primarily a Safe Work and Insurance issue.
- Access after hours can be available through President, Secretary, or Librarian Alan Curteis. who have keys.
- Alternatively works could be commenced just prior to HPC closing time (say 4pm). HPC Staff generally remain well after closing time and can assist with securing the premises.

**RAFFLE Donor** Geoff Robinson      **Won By** Col Hawke      **Next Donor** Mal Westcott

**MEETING CLOSED**      8.55pm

**NEXT MEETING**      Tues June 13<sup>th</sup>      At **HPC PARKES**      Commencing 7.30pm

**PAST EVENTS**

**THURSDAY-SUNDAY 4<sup>th</sup> -7<sup>th</sup> MAY**      **PRE 31 AUTUMN TOUR COWRA**

A total of 135 vehicles were entered in this year's Autumn Tour, but, as sometimes happens, a small number of vehicles (or drivers) couldn't make it at the last minute. I think about 128 were there over the weekend.

There were some new vehicles, vehicles that had been at most Autumn Tours (there have been 14 since the first one in 2005!), and some pleasant surprises.



First visit was to the Rural Fire Service Western Area Command, where a Heritage 1944 Studebaker's flat head Hercules L6 had been swapped for a 300 Bedford, and the tow motor for the firefighting aircraft (was it home made?) sported a 351 Ford with extractors and automatic!





The 2 fixed wing Aircraft are permanently at Cowra, loaded and ready to be in the air within 10 minutes of receiving a call. Each carries 3,000 litres of water, which can be refilled in 4 minutes! Also on site was the Rescue Helicopter, a Bell Iroquios specially fitted with “bubble” windows, winches and other equipment to make it fit for task.



After RFS Western Command, we headed off to Gooloogong for Lunch,



then Canowindra for a bit of retail therapy (for those who are into that sort of thing).

Saturday Morning we went the long way to Woodstock for Morning Tea and a display on the Oval. To our delight, there were sixteen “Ansair” Clippers (built in Australia under licence from Flxible, and with other than Buick 8 motors), together with the first genuine Flxible Clipper that Reg Ansett imported in 1947. Most on tour had been converted to be motor homes, but a couple retained their Heritage “Pioneer Tours” configuration.





After Woodstock, we headed to Wyangala Dam and were afforded the privilege of driving along the Dam wall. Unauthorized traffic is prohibited along the top of the wall, so this was a special treat for Tour participants



Despite careful planning and traffic control, the number of vehicles was a bit too much for the parking space, so a few flowed over into the forecourt.

Tour Director Jim Hatton gave a very informative talk on the workings of Wyangala Dam, and provided interesting commentary on the October/November 2022 rainfall in the catchment. He also informed us of the manner in which the dam was able to accommodate the inflows, and pointed out the damage occasioned immediately downstream of the dam wall by the massive velocities of the outflow.

Saturday Lunch was at the Wyangala Country Club, and Presentation Dinner at the Cowra Services Club, where some of the Tour participants helped commemorate King Charles' III coronation by wearing Crowns and/or Tiaras.

Best Veteran was Euan Coote's 1910 SCAT, Best Vintage David Hayes' 1930 Buick.



The Tour attracted the widest range of Vintage and Veteran vehicles, from “bread and butter” models such as T Fords and Austin 7’s



To “high end” like Chrysler, Reo, Cadillac and Studebaker. Plenty of Buicks also.



I understand that there are only a couple of Pierce-Arrows in Australia, and this 1929 sedan was on the Tour! Perhaps the reason that Pierce-Arrow headlights were on top of the mudguards was to leave room for half a dozen extra lights in between them!



And it was great to see the Austin Meteor that was once in our Museum back out on the road burning as little fuel while running as quickly as Austin 7’s do.



Many thanks to the seven members who provided vehicles to transport 13 Debutantes from St George's Anglican Church to Parkes Leagues Club.

One of the safety concerns the Club has with Deb Transport is the necessity of not opening the off side doors of the cars, thereby having passengers alight into the traffic stream when double parked outside the Leagues Club.

This becomes a real problem if a Left Hand Drive car (such as Scott Mann's) is used for transport, and the passenger is sitting in the off side seat.

Scott's daughter (and debutante) Kelsey found a way around this issue!



## SUNDAY 21<sup>st</sup> MAY **NATIONAL MOTORING HERITAGE DAY**

A total of seven members took to the bitumen for this weekend.

There was some concern at the prospect of an unknown but large number of cars from all over the Central West descending upon a village that was recovering from almost complete destruction. These fears heightened when it was discovered that about 140 Variety Club Bash cars were also headed to Eugowra the same day to make a presentation at Eugowra School!



There were very few parking spots left in the streets of Eugowra.



The fears of overcrowding proved to be unfounded, as the Bash cars started trickling in after most of the Central West NMHDer's had lunched and were starting to move onwards to Forbes and other places.

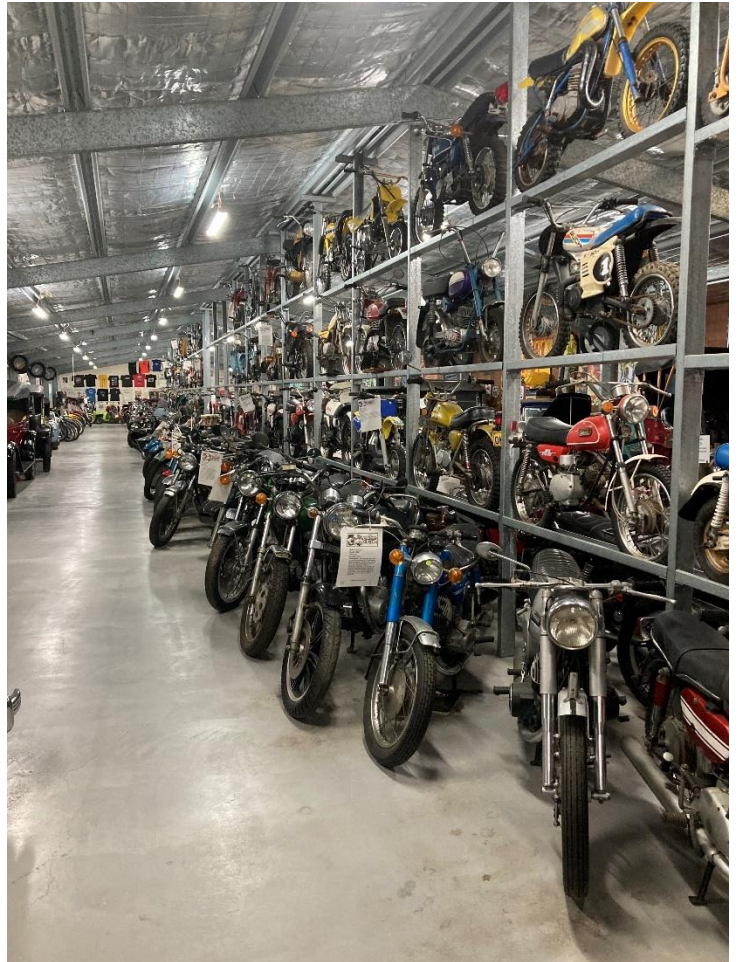


Amongst the vehicles around Eugowra was this very nice Lancia Fulvia and an Austin Hi-Lite garden gnome. About \$1500 was collected via the donation boxes on the day, but other promises look like making the total more like \$4000.

### *NABIAC*

Over Easter, Bruce Danson and a few mates undertook a Road Trip which extended over most of the eastern strip of New South Wales.

As they were riding Bikes, a brief pause at the Motorcycle Museum at NABIAC seemed a logical thing to do.



Undoubtedly the largest collection of bikes in Australia, as there must be considerably more than 1,000 on display. When I visited about 14 years ago there were about 800, and I can't recall seeing them stacked four high!

At that time, I reckoned the best way to visit would be to take many days; one day looking at, say, Triumphs; another day Hondas; and so on.





Not only a massive collection of Bikes, but also some little (to many) known items and articles of motorcycling history in Australia.



The wind resistance on this AJS outfit would have limited top speed more than a fraction!



Of all the Bikes in the Museum, there's only one Kawasaki Z900.

Bruce says it's the wrong colour!

Nevertheless, the Museum provides a wonderful opportunity to study, learn about, or even just drool over. Motorbikes generally.

Well worth a visit if you're on the area!



**FRI – MON 9<sup>th</sup> -12<sup>th</sup> JUNE CHMC RALLY**

We've about 7 member's vehicles entered. Most will depart from Moulden's Hill at 9.00am on Friday 9<sup>th</sup>. The thought is to travel down via West Wyalong and back home via Cootamundra, making a round trip. CHMC AGM is on Friday evening 9<sup>th</sup>

**SAT-SUN 10<sup>th</sup> & 11<sup>th</sup> JUNE PEAK HILL**

The Peak Hill Leisure Centre is celebrating the 50<sup>th</sup> Anniversary of its building being opened for use as a meeting room for Crafts of all kinds. It has asked the Club to provide a display to showcase the Club's vehicles and brighten up the main street.

The Club has agreed to this display, but have advised Peak Hill that, due to many other commitments, the numbers attending on either of the two days will be fairly small.

If you can manage to spend a bit of time at Peak Hill with a Heritage Vehicle, I'm sure that you'll be made most welcome.

**WED 14<sup>th</sup> JUNE JOHN PIZARRO TRIBUTE MOTOR MUSEUM**

At 11.00am, a tribute to Club Member John Pizarro will be made in the Motor Museum. More details at the coming meeting.

**SAT 17<sup>th</sup> JUNE MANILDRA MOVIES**

The movie is "*Fisherman's Friend: One and All*" a very recent release.

Screening will commence at 1.30pm, and will be followed by an afternoon tea, which will be an additional cost above that of the entry to the movie.

On November 18<sup>th</sup> 2023 Manildra will celebrate the 100<sup>th</sup> year of Amusu movies.

Allen Tom at age 21 showed his first movie "Cappy Ricks" and took over 10 pounds at the door. Movies were shown in the hall in Manildra and Cudal before the present theatre was built in 1936. Other theatres were purchased in Millthorpe and Tullamore.

Allen also started Amusu touring talkies with a touring team and a large tent. This team travelled many towns of the Central West until around 1950.

If available "Cappy Ricks" will be shown again on the November weekend.

***PIERCE-ARROW***

*From "Wikipedia"*

The forerunner of Pierce-Arrow was established in 1865 as Heinz, Pierce and Munschauer. The company was best known for its household items, especially its delicate, gilded birdcages. In 1872, George Norman Pierce bought out the other two principals of the company, changed the name to the George N. Pierce Company, and in 1896 added bicycles to the product line. The company failed in its attempt to build a steam-powered car in 1900 under license from Overman, but by 1901, had built its first single-cylinder, two-speed, no-reverse *Motorette*. In 1903, it produced a two-cylinder car, the *Arrow*.

In 1904, Pierce decided to concentrate on making a larger, more luxurious car for the upscale market, the *Great Arrow*. This became the company's most successful product. The solidly built, four-cylinder car won the Glidden Tour in 1905, an endurance run to determine and celebrate the most reliable car. Thirty-three cars entered the 350-mile race from New York City to Bretton Woods, New Hampshire; the race was won by Percy Pierce in a *Great Arrow*.

The noted industrial architect Albert Kahn designed the Pierce Arrow Factory Complex at Elmwood Avenue and Great Arrow Avenue in about 1906. It was listed on the National Register of Historic Places in 1974. George Pierce sold all rights in the company in 1907, and he died three years later. In 1908, Pierce Motor Company was renamed as the Pierce-Arrow Motor Car Company.



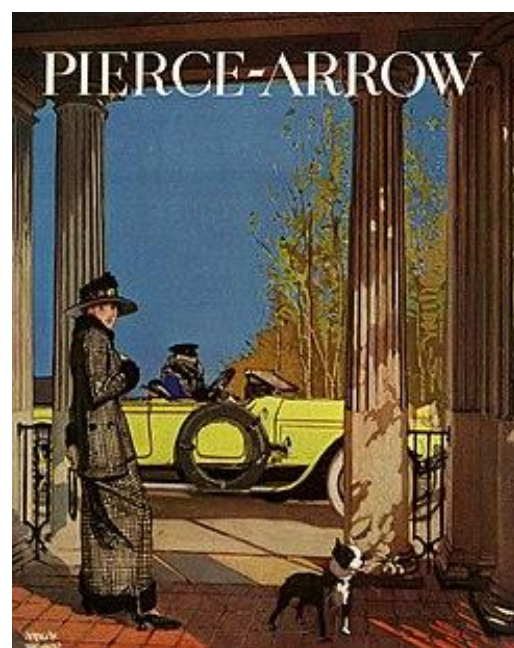
In 1909, U.S. President William Howard Taft ordered two Pierce-Arrows (and two White Model M Tourers) to be used for state occasions, the first official cars of the White House.

The Pierce-Arrow's engine displacement started at 453 cu in (7.4 L), continuing to a massive 11.7 L (714.0 cu in) and was increased later to 5 inch bore and 7 inch stroke for 13.52 L (825.0 cu in), at the time making it by far the largest Otto engine offered in any production automobile in the world. In 1910, Pierce dropped its other 4-cylinder models and focused exclusively on 6-cylinder cars until 1929. The model 6-36, 6-48, and 6-66 continued for the next decade.<sup>[8]</sup> Starting in 1918, Pierce-Arrow adopted a four-valve per cylinder T-head inline-six engine (Dual Valve Six) and three spark plugs per cylinder, one of the few, if only, multi-valve flathead design engines ever made. The company did not introduce an 8-cylinder engine until the 1929 Model 126, and a V-12 engine was offered in 1931 until the company closed in 1938.

In 1910, George Pierce died. In 1912, Herbert M. Dawley (later a Broadway actor-director) joined Pierce-Arrow, and he designed almost every model until 1938. Until 1914, Pierce-Arrow also made a line of motorcycles, including the Pierce Four.

Pierce-Arrow advertisements were artistic and understated. Unusual for car advertising, the image of the car was in the background rather than the foreground of the picture. Usually, only part of the car was visible. The Pierce-Arrow was typically depicted in elegant and fashionable settings. Some advertisements featured the car in places a car would not normally go, such as the West and other rural settings, a testament to the car's ruggedness and quality.

In 1914, Pierce-Arrow adopted its most enduring styling hallmark when its headlights were moved from a traditional placement at the radiator's sides, into flared housings moulded into the front fenders of the car. This gave the car an immediately visible distinction in front or side views. At night, the car appeared to have a wider stance.



Pierce patented this placement, which endured until the final model of 1938, and although Pierce always offered customers the option of conventional headlamps; only a minority ordered this option.

Its wheelbase was 12 ft 3 in (3.73 m). The transmission was a four speed manual in 1919.

The Pierce-Arrow was a status symbol, owned by many Hollywood stars and tycoons, and a favourite was the Pierce-Arrow Town Car. Most of the royalty of the world had at least one Pierce-Arrow in its collection. Some have described Pierce and two of its rivals among American luxury cars, Peerless and Packard, as the "Three P's of Motordom."

A restored 1919 Pierce-Arrow is on display at the Woodrow Wilson Presidential Library. An open-bodied Pierce-Arrow carried Woodrow Wilson and Warren G. Harding to Harding's 1921 inauguration, and one was used prominently in the 1950 movie *Cheaper by the Dozen*.

In 1928, the Studebaker Corporation of South Bend, Indiana, gained control of the Buffalo firm. The association was to last for five years, with moderate benefits to both companies' engineering departments, which continued to function as separate entities. Pierce-Arrow also gained a dealer network, as the cars were sold through Studebaker dealerships.

Under Studebaker's ownership, Pierce-Arrow retired the venerable 6-cylinder engine and in 1929 introduced an L-head straight-eight engine, which displaced 366 cu in (6.0 L).



In 1933, Pierce-Arrow unveiled the radically streamlined Silver Arrow in a final attempt to appeal to the wealthy at the New York Auto Show. The car was well received by the public and the motoring press, being announced with the slogan "Suddenly it's 1940!" Pierce sold five examples but, since it was priced at \$10,000 (equal to \$226,067 today) during the worst of the Depression, even the rich were hesitant to spend so much. The bodies were built at Studebaker, which subsequently assisted in rolling out a lower-priced production model. This, however, lacked many luxury features of the show car and still failed to generate enough sales.

Starting in 1936, Pierce-Arrow produced a line of camper-trailers, the Pierce-Arrow Travelodge.

They also produced a new V12 sedan that was redesigned and considered the safest and most luxurious sedan of its day.

The Rio Grande Southern Railroad converted five Pierce-Arrow automobiles (and a couple of Buicks) into motorized railcars, effectively buses and trucks on rail wheels.

The nickname *Galloping Goose* was soon applied to these vehicles, reportedly based on their waddling motion and honking horn. Three are preserved in the Colorado Railroad Museum at Golden.



Pierce was the only luxury brand that did not field a lower-priced car (*e.g., the Packard 120; Buick Marquette; Cadillac La Salle; Studebaker Rockne*) to provide cash flow, and without sales or funds for development, the company declared insolvency in 1938 and closed its doors. The final Pierce-Arrow assembled was built by Karl Wise, the firm's chief engineer, from parts secured from the company's receivers. Pierce's remaining assets (which probably would include the forty Arrows made in October 1938) were sold at auction on a Friday, May 13, 1938.

Because of the immense size of most models, several second-hand Pierce-Arrow cars were bought by fire departments, stripped down to the chassis and engine, the wheelbase lengthened, and built back into fire engines. Some of these fire engines were in service for up to 20 years.

The factory equipment used to make Pierce-Arrow V12 engines was bought by Seagrave Fire Apparatus, which used it to make engines for fire engines.

Below is a restored 1942 American LaFrance Fire Engine, powered by a 527 c.i.d (8.6 litres) V-12 motor of Pierce-Arrow origin, with twin ignition to each cylinder, two distributors and four 12 volt coils.

It has a top speed of 100 mph and is believed to be the only one in working order in NSW.





## For Sale – 1924, 6 cylinder Buick Tourer

\$8,000 ono



This car is for sale by the Newcastle District Vintage and Classic car club as a fundraiser for upkeep of the club rooms. The car has been stored in a member's barn since the early 1970's and shows only 16,419 miles on the speedometer. The car is in very original condition.

The car was partially dismantled and has been recently re-assembled by a club member. The car now runs and only needs the brakes freed up to be drivable (brakes are sticky due to sitting so long).

The engine, clutch and gearbox have been fully overhauled during the re-assembly process.

The car shows no wear on any of the mechanicals. The steering and suspension has no movement and there is no sign of wear on the braking system. The engine has only 0.002" wear in the standard bore.

The car is complete and would be an excellent restoration project, or alternatively run as a "survivor car".

The car wiring is mostly missing and the original leather upholstery will need replacing as it is in poor condition.

Car is located in Vacy, NSW. For further information and photos, please contact:-

John Donaldson

tandjd@bigpond.com

0490 043 469



**1963 Falcon Futura 4 door.**

Original condition. 120,000Km. Eng No D11999S.

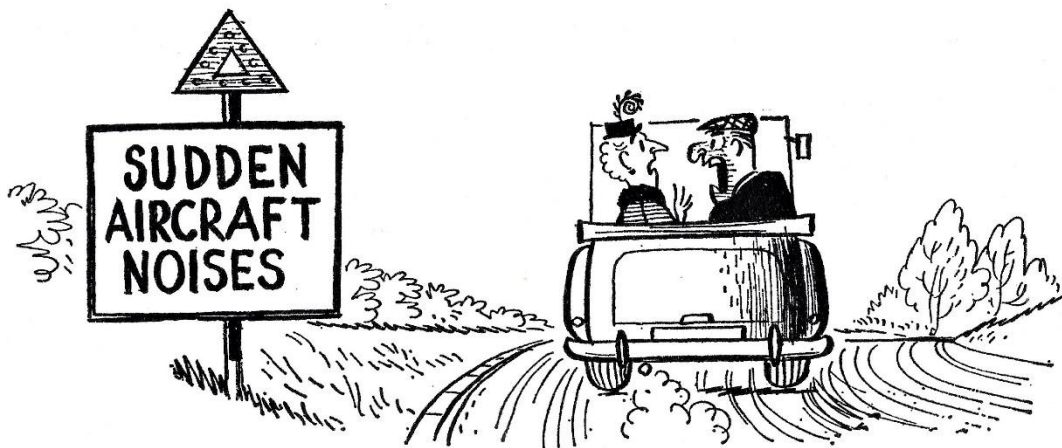
Vic Reg 8157H7

\$35,000 ono.

Phone Ian 0427 102 664



Those who remember when Ian was a PAMC member will recall the very careful manner in which he cared for this vehicle.



*"Shut up a minute, can't you?"*



# 2023 34th Annual Swap Meet

SUNDAY 20<sup>TH</sup> AUGUST  
6AM-3PM

Further Information:  
Contact LeeAnn - 0400 751 668  
Paul - 0403 559 955  
Email: bhccswapmeet@outlook.com  
www.bathursthistoriccarclub.com

MOUNTAIN STRAIGHT BATHURST NSW 2795  
MOUNT PANORAMA RACING CIRCUIT

NO PRIOR ACCESS TO THE CAMPGROUND & NO SELLING UNTIL SUNDAY  
ENTRY: \$5 Per Person (Accompanied Children Free)  
SITE COST: Outdoor Sites FREE (NO Indoor Sites Available)  
SETUP: Mountain Straight Access From 12pm Saturday 19<sup>th</sup>  
Aug  
FOOD: Catered By Local Service Clubs From 6am  
CAMPING: Saturday Night \$25, SELLERS ONLY  
NEED TO BE IN BY 8pm Curfew,

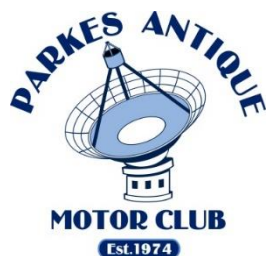
NO SELLERS  
INSURANCE  
REQUIRED

NO PARKING ON SIDE GRASS VERGES ANYWHERE AROUND THE TRACK

Gates Open  
6am







# 45th ANNUAL MOTORCYCLE RALLY

30<sup>th</sup> September-2<sup>nd</sup> October 2023



**HERITAGE AND MODERN MACHINES ELIGIBLE**  
**RALLY HEADQUARTERS at HENRY PARKES CENTRE**  
**Newell Highway, PARKES**

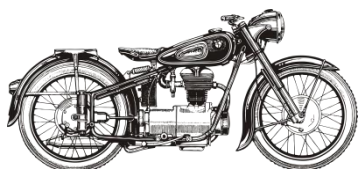
## OUTLINE PROGRAMME

Saturday 30<sup>th</sup> Registration from 9.00am 80km or 120km run (approx.) starts 1.30pm

Sunday 1<sup>st</sup> Short run about 150km; Long run about 250km; both commence 9.30am

Presentation Dinner 6.30pm

Monday 2<sup>nd</sup> Farewell breakfast from 7.30am



BMW R 23/3



**CONTACT:**

**Bruce Danson**

**04 5854 1133**

**Alan Curteis**

**02 6862 5848**

**CLOSING DATE FOR ENTRIES**

**Monday 25<sup>th</sup> September 2023**

**at PO BOX 476 PARKES NSW 2870**

Entry Forms available from

[parkesantiquemotorclub@gmail.com](mailto:parkesantiquemotorclub@gmail.com)



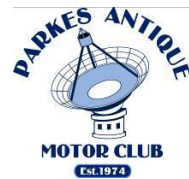


# CHMC ANNUAL RALLY

AND

## PARKES ANTIQUE MOTOR CLUB'S

# GOLDEN ANNIVERSARY



### 29<sup>TH</sup> March to 1<sup>ST</sup> April 2024



**RALLY HEADQUARTERS at PARKES RACECOURSE  
Eugowra Rd, PARKES**

#### OUTLINE PROGRAMME

**Friday 29<sup>th</sup>** Registration from 2.00pm; CHMC General Meeting 7.00pm  
**Saturday 30<sup>th</sup>** Display and judging from 9.00am; Local Runs from 12 noon  
**Sunday 31<sup>st</sup>** Ecumenical Service from 7.30am; Touring run from 8.30am;  
Presentation Dinner commencing 6.30pm for 7.00pm  
**Monday 1<sup>st</sup>** Farewell breakfast from 7.30am

**CONTACT:** Barry Garment 0408 025 712  
Joyce Mann 0428 626 669

**CLOSING DATE FOR ENTRIES Friday 15<sup>th</sup> March 2024  
at PO BOX 476 PARKES NSW 2870**

Entry Forms available from [parkesantiquemotorclub@gmail.com](mailto:parkesantiquemotorclub@gmail.com)  
Or [www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au)



## WHAT'S HAPPENING IN THE FUTURE?

Note: PAMC Conditionally Registered vehicles are approved to attend activities shown bold.

*To participate in other listed runs, please move for its approval at a Club Meeting*

Month	Date/s	Occasion	Contact
<b>June</b>	<b>9-12</b>	<b>CHMC Rally WAGGA WAGGA</b>	Barry Garment 0408 025 712
	<b>10-11</b>	<b>Display PEAK HILL</b>	
	<b>13</b>	<b>PAMC Meeting</b>	Barry Garment 0408 025 712
	<b>14</b>	<b>John Pizarro Tribute HPS</b>	Phil Dixon 0419 888 695
	<b>17</b>	<b>PAMC Run Manildra Movies</b>	Joyce Mann 0428 626 669
<b>July</b>	<b>11</b>	<b>PAMC Meeting</b>	Barry Garment 0408 025 712
	<b>17</b>	<b>PAMC Run</b>	
<b>Aug</b>	<b>8</b>	<b>PAMC Meeting</b>	Barry Garment 0408 025 712
	<b>12</b>	<b>PAMC Run</b>	
	<b>19</b>	<b>TRANGIE Truck and Tractor Show</b>	
	<b>20</b>	<b>Swap Meet BATHURST</b>	
	<b>29-30</b>	<b>Show Display PARKES</b>	
<b>Sep</b>	<b>12</b>	<b>PAMC Meeting</b>	Barry Garment 0408 025 712
	<b>17</b>	<b>PAMC Run</b>	
	<b>30-Oct 2</b>	<b>PAMC 45<sup>th</sup> BIKE RALLY</b>	Bruce Danson 04 5854 1133
<b>Oct</b>	<b>1</b>	<b>Motor Show FORBES</b>	
	<b>10</b>	<b>PAMC Meeting</b>	Barry Garment 0408 025 712

### JUNE BIRTHDAYS

**Bob Morton            6**

**Ken Archer            5**

**Carol Dunn            24**



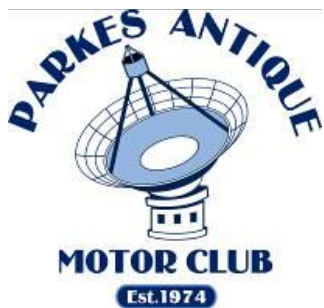
### WEDDING ANNIVERSARIES

**Wesley and Valmai Westcott            9**

**Barry and Norma Garment            22**







TO



Member of the Council of Heritage Motor Clubs NSW



Day	Date	Time	Locality	Event	Contact
Fri-Mon	9-12		WAGGA WAGGA	CHMC Rally	
Sat-Sun	10-11		PEAK HILL	Craft Centre Golden Anniversary	
Tue	13	7.30 pm	HPC PARKES	PAMC Meeting	Barry Garment 0408 025 712
Wed	14	11.00 am	HPC	John Pizarro Tribute	Phil Dixon 0419 888 695
Sat	17		MANILDRA	Movies	Joyce Mann 0428 626 669

**Approved runs include travel between place of garaging to commencement or conclusion point of above runs.**  
 When attending Club activities, please ensure that your attendance and that of any guests you have invited are recorded by the Contact Member, who will advise the Attendance Registrar

**ROSTERS**

	JUNE	JULY
Club Raffle	Mal Westcott	Arthur Parker
Museum Care	<b>Alan Curteis (Contact)</b> Fred Thornton	<b>Chris McQuie (Contact)</b> Mal Westcott