



BENDIGO SPORTS & CLASSIC CAR CLUB INC.

PO BOX 1172, Kangaroo Flat, 3555

Website: bsccc.com.au

NEWSLETTER APRIL 2021

This is the official monthly newsletter of the Bendigo Sports & Classic Car Club Inc. (Inc. No. A0010849), a club dedicated to the enjoyment of sport car ownership, the maintenance and preservation of the marques. The BS&CCC is affiliated with the Confederation of Australian Motorsport (CAMS). Through CAMS, we have public liability for most club activities.

Website: bsccc.com.au Visit the club website for past copies of newsletters, etc.

Pressoe's Rambles - Graeme Jenkins.



Hi All,

Finally it's time to get some structure into the year and get back to our Monthly club meetings and club runs.

As you will have read in the newsletter our monthly meetings have been moved to the **Kangaroo Flat Sports Club on April 13**, because its closer to my place, only joking, settle down, and are now on a **Tuesday evening**.

Meals are served from 6PM, for those wanting a feed and a catch-up and the meeting will kick off at 8PM. This meeting will also include AGM to tidy up some paperwork.

On **Sunday April 18th Gaye and I** will be taking a car run around our surrounding area and check in for a breakfast at a venue to be announced.

I will ask for a show of hands at the AGM to gauge interest.

So looking forward to catching up at the AGM and see what has been going on.

Thanks Graeme.

Would members please dig out their name tags - as we haven't seen each other for quite some time and also to familiarise ourselves with those whose names, we don't know.

Drive, Dine, Discover

Events:

TUESDAY April 13 2021

Monthly Meeting and AGM **Kangaroo Flat Sports Club.**

Meals from 6PM.

MEETING at 8PM.

This meeting will also include AGM to tidy up some paperwork.

SUNDAY April 18 2021

Gaye and Graeme Jenkins will be taking a car run around our surrounding area and check in for a breakfast at a venue to be announced.

A show of hands will be sought at the AGM to gauge interest.

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SUNDAY 18 April to Saturday 24 April 2021

BSCCC Great Canberra Getaway.

This club tour was organised for last year but, was postponed due to Covid an all set to roll

This tour is fully subscribed.

Roger and Barb, Rob and Wendy.

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Cancelled Events

March Sunday Run - Cancelled due to CV.

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BBQ and mini AGM Event Wednesday 24 March 2021 - Cancelled

Due to the unpredictable weather, the outside BBQ and mini AGM Wednesday 24 March, were cancelled.

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Events Report (Non Club)

In early March 2021, I attended the Temora 100 year celebration of the RAAF.

A good collection flying demos from the Tiger Moth to the latest F35.

There were also 3 operational Spitfires and one Mustang, among others.

The museum is worth a visit if you are in the area.

This site is listed on our forthcoming tour to Canberra in April.
Ed.



Eddington Sprints, Victoria. 27 March 2021





Following cancellation last year, due to the Corona Virus, Eddington bounced back, in 2021, with good weather, a very good range of competing cars, open wheelers, sports cars, sedans, coupes and specials, along with a substantial crowd. Situated among the gum trees, in a remnant village - it's a typical Aussie setting.



Organised by the Bendigo Car Club - this little hamlet comes to life at each event, drawing local participants and visitors. There was also a display of show cars.

The locals do a roaring trade with food and drinks - fundraising for their community.



Triumph Special - Jaguar DOHC Engine



Benz c.1920s



Old Timers



Jaguar SS Replica - with constructor/owner



Morris Minor / Wolesley



Austin Sprite Engine - Lotus Replica



Austin Healey Sprite



Cooper



BMW



Ford Cortina



Mitsubishi Lancer (Valiant)



Bendigo Sports & Classic Car Club Inc.
Treasurer's Report February 2021

No transactions.

YOUR COMMITTEE

President	Graeme Jenkins	(Gaye)	0435 532 822 admin@ultimatetyreand auto.com.au
Vice President	Chris Beale		0408 312 778 kathy.beale@bigpond.com
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FROM THE EDITOR



Morgan UK 2010

Hi all,

This month we visit Carrozzeria Auto Sport, Modena, Italy, where they carry out restorations to all sorts of auto exotica, including some minor sub-contracting to Ferrari.

Wishing you all a Happy Easter.

Contributions from members, be it past photos, brochures or articles, are welcome

- I can assist with the scanning / processing / editing.
- Please note: **NEW EMAIL ADDRESS: bautotravel77@yahoo.com** or tel. 54 395 707.

Memory Lane.....

CUSTOM 1974 CITROEN DS 23 UTE

By: Michael Browning - words & photos. Date: 28.02.2021 (Edited) **UNIQUECARS**



John Lengton owns Australia's only Citroen DS 23 ute

Most car enthusiasts – even the most rusted on – regard Citroen’s seminal DS as unapologetically quirky. [Citroen](#)’s then-owner Michelin intended it to be and is said that to understand the thought process behind it is to understand the French themselves. In the first 15 minutes following its debut at the 1955 Paris Salon, 743 orders were taken and those for the first day totalled 12,000. During the 10 days of the show, the 80,000 deposits for the new DS.



Other than its spaceship styling, novel hydropneumatic self-levelling suspension, power steering and brakes, semi-automatic transmission, different front and rear wheel tracks, inboard front discs, fibreglass roof to lower its centre of gravity, bolt-on body panels, roof-mounted rear turning indicators, foam-filled seats and a single spoke steering wheel were amongst its other innovations.



***You'd swear this was built
at Citroen the
workmanship is that good***

So what type of person sets out to make a D-series Citroen even weirder? Step forward the late Albie Dutton and his son Jeff, who in the early 1980s created Australia's only Citroen DS Ute. Then, around 35 years later, John Lengton, now of Timboon in Western Victoria to take their quirky Citroen dream to its spectacular conclusion. A.O.Dutton & Sons were a Melbourne coach building icon, whose origin dated back to 1911, but since the late 1960s were a major Citroen dealership run by brothers Albie and Len Dutton.

Jeff Dutton and his father decided to create a distinctive work ute to promote the family's Citroen business. They did a deal with a friend to purchase his Monte Carlo Blue DS21 Safari (Break in French) wagon for the purpose. Converting a D-series Break into a Ute is a fairly straight forward process that no-one in their right mind would attempt today given the rising value of early DS-series Breaks, but it is relatively straightforward, the lower structure is largely self-supporting, you can unbolt the roof panel without too much trouble and simply lift it off. The rear window comes from a

Holden EH Station Sedan. That first DS Ute became the Dutton dealership hack, but it met an untimely end one day when it was t-boned irreparably outside the Burnley, Melbourne showroom.

Undaunted, Jeff and Albie decided to build another. The second ute was immediately set to work delivering Citroen parts, carrying bricks in its spare time to build the rare car showroom that Jeff Dutton was building in nearby Chapel Street, Richmond. It later passed into the hands of Jeff's friend Pat Coram, who painted it black before later being acquired in 2005 by Darwin-based enthusiast, John Lengton.

Lengton enhanced his affection for D-series Citroens during his time as Service and Parts Manager of Darwin's Morgan Motors, which was the city's Citroen dealer in the 1980 and 1990s. Years later in Darwin, when he began working on them, he became fascinated by the left-field way the French approached design.



So, after going out on his own in the mid-1990s, Lengton decided that the Dutton DS23 ute would make a great workhorse and classic restoration project for his business, *The European Garage*. The opportunity to put my own stamp on this already special car was irresistible. After initially doing duty as a working ute and parts hack in his business, a workshop fire provided the impetus for its full 'no expense spared' restoration and transformation into a unique luxury French cruiser that took place over a four-year period in Darwin from 2010-2104.



He began by stripping the ute of all its parts, replacing or reconditioning everything from the ground up. After Barry and his son Craig at Darwin Autocare Panel Works took the core bare chassis and fully sandblasted it refashioned new enclosed rear mudguards and applied the new glass-like solid black paint, the Ute took on a new long, stealth-like look, particularly when the hydropneumatic suspension is dropped to its lowest level.



Rebuild cost was \$60-70,000.



Then, Lengton then put the Ute on a train, met it in Adelaide and drove it to Melbourne trimmer Gary Blackman. There, its interior was upgraded to beyond Pallas luxury level, highlighted by the

luxurious red leather used extensively in its cab. Blackman's work is stunning, with Lengton specifying broader than standard pleats in the billowing armchair front seats, while other details like the complex perforated leather door trims have transformed the Ute to Pallas-plus level of luxury.



These days the DS23 ute is the unchallenged 'queen' of Timboon, in Victoria's Otway Ranges where it has pride of place in Lengton's immaculate classic home-based workshop.

Two-door utility **Engine** 2347 cc 2.3lt 4-cyl OHV - Semi-auto 4-speed **Suspension** Hydropneumatic self-levelling - Hydropneumatic-assisted discs, **Power & torque** 97kW @ 5200rpm, 195Nm @ 2500rpm.

This Citroen Ute has been displayed at Benalla Historics on at least two occasions - it is truly a superb conversion.
Ed.

Some of the best.



**Carrozzeria Auto Sport, Modena, Italy SEPTEMBER 12, 2016.
Words and Photos: Brendan O'Donoghue.**





Today, we visited **Carrozzeria Auto Sport** 9.30am to 11.30am. In Franco Baccarelli, near Modena.



In Emilia-Romagna, there is deep-rooted passion for cars and the fine art of coach building. The region has produced many great automotive legends.

Today, **Carrozzeria Auto Sport** is renowned for its repairs and restorations of Ferraris and numerous Italian and other classics. whether spectacular classics or the latest racing and road-going models.

This outfit specialises in complete car body restoration, working in metal tubing, sheet

metal and has three paint booths.



Lamborghini



Maserati Ghibli



Ferrari

On arrival, there was the productive din of grinders, hammering and welding - *the music of craftsmen!*

We were free to mingle among the craftsmen, talk and take photos. This place is a huge repository of the knowledge and the skills of auto coach building. There were numerous Maseratis, Ferraris, Lamborghinis and a Stanguellini F2 car, under repair or restoration.

Ferrari



Stanguellini Formula 2



Maserati Ghibli



Ferrari



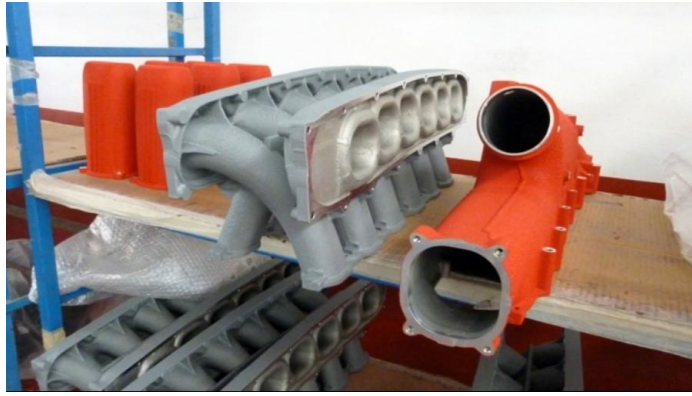
We were then taken to a large shed, where at least 30 or more cars await repair or complete restoration - 2 Lamborghini Miuras, Ferraris BB, Lancia, Ferrari 250GT chassis, Ferrari 250 LM, etc.



Ferrari 250GT Chassis and V12 Engine

Looking around the workshops and there are hints, everywhere, of the company's impressive history and extensive knowledge - maybe the nose of a Maserati Ghibli - a traditional body shop and significant exotica.





Maserati Ghibli Nose



Ferrari



Tools of Trade





Craftsmanship



Dino



Crafting Dino Bumper



Originally a coupe - converted to a convertible - retro fitted as a coup



An Italian Delight - Gelato

Misc.....

CURRENT ISSUE OF ROADCAR, MARCH '21, NEWS-ROADCAR, NORTH AMERICA, REGION, UK/EUROPE, VINTAGE ROADCAR ARCHIVES, VINTAGE ROADCAR ARTICLES (Edited)

Watt Electric Vehicle Company (WEVC) has debuted its new, premium electric sports cars modelled after the classic Porsche 356 Coupe.



Under the skin is WEVC's in-house developed EV platform, called PACES. Made from bonded aluminium, it features an integrated battery enclosure built into the primary chassis as opposed to a separate battery case, allowing the entire platform to be lightweight and very structurally efficient – while the whole powertrain and chassis combination meets ISO regulations and European Small Series Type Approval crash requirements.



With near 50:50 weight distribution, a kerb weight of less than 1,000kg and double wishbone suspension, the WEVC Coupe puts the driver first, majoring on carefully-honed ride, handling and steering characteristics. Power comes from a 40kWh lithium-ion battery, while the mid-mounted electric motor in Launch Edition vehicles will provide 120kW (160bhp).

WEVC simulation models, validated during testing and development, predicts production specification cars will have a WLTP range of approximately 230 miles, with the 120kW Launch Edition Coupes able to accelerate from 0-62mph in just over five seconds.

The Coupe's all-new composite body is inspired by the legendary 1955 Porsche 356a. However, all exterior surfaces are subtly different to optimise aerodynamic efficiency and house the state-of-the-art bonded aluminium chassis and bespoke suspension. Inside, the entirely new cabin majors on beautifully executed simplicity, using premium-grade lightweight materials while also providing the range of creature comforts expected in a modern vehicle such as air-conditioning and mobile connectivity.



Manufacturing will begin at WEVC's home in Cornwall in November with first deliveries in early 2022. Each WEVC Coupe can be individually tailored to a customer's tastes, with the 21 120kW Launch Edition Coupes starting at **£81,250**.

For more information visit www.wattelectricvehicles.com

Chinese Tesla Model S rival lands in Australia

By **David Bonnici**, 01 Feb 2021 Car News



BYD shows off the Han EV in Sydney ahead of its Australian launch

Chinese vehicle manufacturer BYD has quietly revealed its Han luxury electric sedan, which is set to go on sale in Australia. It's likely that two 180kW electric motors, one on each axle, will propel most powerful variant from 0-100km/h in 3.9 seconds. It's unclear when the Tesla Model S rival will go on sale here.

The post also stated it can travel up to 605km on the brand's 'ultra-safe' Blade Battery, though that figure is reserved for the lesser-powered long-range version. The line-up includes the long-range version, an all-wheel-drive high-performance EV and a DM (dual-mode) plug-in hybrid version that runs a 2.0-litre petrol engine and 180kW electric motor, and which offers 4.7-second 0-100km/h performance. Technologies found in HAN include a lithium iron phosphate 'Blade Battery'. Standard advanced driver assistance features adaptive stop-and-go cruise-control system, forward-collision warning system, pedestrian identification and protection system, lane departure warning system (LDWS) and traffic sign identification.

The Han is already one of China's top-10-selling EV models.



Interior trim includes solid wooden panels, Napa leather seats and aluminium bright points. There is no word on Australian pricing but the Han range looks to be priced to match the Tesla Model 3 more than the Model S, having gone on sale in China last year priced from \$44,500, \$46,500 and \$56,600 for the DM PHEV, long-range and 4WD high-performance EVs

respectively.

BYD vehicles, including the Han and Tang electric SUV, will be distributed in Australia by zero-emissions transport company Nexport, which last year announced it was building a \$700m factory in NSW to assemble electric cars and buses using BYD technology.

BYD is one of China's largest privately-owned enterprises which, since its inception in 1995. The company received a massive boost in 2008 when US billionaire investor Warren Buffet's Berkshire Hathaway investment fund purchased 25 per cent of its shares.

Build Your Dreams

BYD stands for "**Build Your Dreams**" and core parts for electrified vehicles such as batteries, motors and power electronics are among the products that BYD develops in-house.

In 2008, BYD became the first company in the world to sell mass production of plug-in hybrid electrified vehicles (PHEVs) **Ed**.

Magna eBeam rear axle turns regular utes into EVs

By [Tom Fraser](#), 15 Mar 2021 Car News



Magna's eBeam electric rear axle is a drop-in solution that wouldn't have to significantly change any truck's suspension or chassis to run on electric power. In the changeover period between internal combustion engines and electric powertrains, parts manufacturer

and supplier Magna has developed an interim solution.

The eBeam is an electric motor that, in theory, drops right into the rear axle utilizing the original mounts and suspension to supply electric power to ladder-frame trucks and utes. The integrated e-motor axle won't supply power to the driveshaft. Instead, power will be split.



Magna says both one- and two-motor versions are in development, with the two-motor version offering torque vectoring across the rear axle. It comes with two power options, a 120kW output and a 250kW high-powered version. Manufacturers can select to use eBeam as part of a battery electric vehicle or integrate it with a hybrid drivetrain. Importantly, the benefit of an aftermarket solution like Magna's eBeam means the original ute capabilities can be preserved.

That means the proven truck characteristics such as tall ride height, payload, towing capacity and off-road credentials are unharmed. In addition, it'll be cheaper than buying an all-out electric pick-up truck, as there's less engineering and manufacturing work involved.

With fewer moving parts than a traditional combustion-engine drivetrain, Magna also says there will be less maintenance. This new technology will be especially attractive to fleet operators that can fit an entire fleet's worth of traditional utes with electric capabilities, thereby reducing the company's fuel expenditure and its carbon footprint. Magna intends to sell this technology to manufacturers rather than to sell it to end-users. The manufacturers will have to find a place to store battery outlays and cabling. "It is a bold endeavour to electrify pickup trucks, whose owners demand the towing and

hauling capabilities they are currently used to, and we've accomplished it with our eBeam technology," said Tom Rucker, president of Magna power trains

Club Permit (Red Plate)

FORM (above) AND PHOTOS ARE **ONLY REQUIRED TO BE SUPPLIED FOR VEHICLES THAT HAVE BEEN ADDED TO THE CLUB RED PLATE SYSTEM FROM THE 31/1/2015.**

For those who have a Club Permit renewal coming up, the permit can be signed by our authorized executive who are **Roger Huthnance, Marianne Healey and Graeme Jenkins.**

Club Permit Log Book points to note: Pre filling out days in advance when on a tour: NOT ALLOWED. See AOMC May Newsletter page 18.

More than one driver in a day: If a vehicle is used by several drivers or for several trips during a day, **only the first use by the first driver is required to be recorded.** (See website: Registration>Limited use permit >Club permit scheme>Club.

Red Plate Signatories:

New registrations: Graeme Jenkins

Renewals:

Graeme Jenkins

Rod Thomson

Marianne Healey



**BENDIGO SPORTS & CLASSIC
CAR CLUB INC.**

PO BOX 1172, Kangaroo Flat, 3555

New Red Plate Registration Form

Personal Details

Surname Licence No.....

Given Name..... Club Member No.....

Home Address.....Post Code.....

Garage Address.....Post Code.....

Postal Address.....Post Code.....

Contact Phone no.....

Vehicle Details

Year Manufactured..... Permit No(Registration no)

Make.....Model

Body Type.....Colour

Seating Capacity Vin No.....

Engine No.....

Modifications No Yes

If Yes please list

Following photos are supplied

Front of Car

Rear of Car

Sides of Car

Engine number plate

Driving position

Identifiers such as engine and chassis numbers to the extent possible

Include modifications if applicable

Signed true and correct

Date.....

Photos submitted electronically to email to bendigosccc@gmail.com

Office use Signed by Committee member

Date.....

CLUB MARKET.

Advertise motor vehicles, anything with wheels and motoring memorabilia here.

Advertise your business here for only \$50 per year.



Escape Coach Tours, offers opportunities to get out and visit a wide range of experiences in rural Victoria.

Enquires: 0492 811 272 Damien or Annette Harris.

email: tours@escapecoachtours.com.au

Gearshifter is your local online classic car and bike swap meet site. Created in Melbourne by enthusiasts for enthusiasts. Gearshifter is a great venue to buy, sell and trade anything and everything that drives our hobby.



From automobilia and art to spare parts and apparel, register and list as many items as you wish **for free!**

Gearshifter

Got it?

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gearshifter.com.au



Chris O'Mara
*Custom metal work for classic
and vintage cars*
0400 463 986



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Roadworthy Inspection / LP Gas Repairs /
Tuning /Air Conditioner Repairs / Re-gas.
Keith Fowler is accredited in numerous
categories of automotive specialisation,
including auto electrical.