

Bendigo Sports & Classic Car Club Inc.

APRIL 2023

PO BOX 1172,

*Kangaroo Flat,
3555*

Website:

bscc.weebly.com

**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/ classic car
ownership, the
maintenance and
preservation of the
marques.**

**The BS&CCC is
affiliated with
Motorsport Australia.**

Red Plate

Signatories:

New registrations:

Graeme Jenkins

Renewals:

Graeme Jenkins

Sarah Hickman

Marianne Healey

Pressoe's Rambles - Graeme Jenkins



Hi to you all and welcome to another month.

A big thank you to all members who attended our last monthly meeting, which was held at the Kangaroo Flat Hotel. I thought the venue suited us well and the meals were fantastic, while supporting a small business, .

This month we are back at our normal venue and I am advised there is no need to book, so let's see how that goes.

As we have seen at meetings, it is getting harder and harder to find volunteers to run events on a monthly basis. I would love to see some new faces come forward and pick one run to do.

The numbers on the runs have been very pleasing. I assume all members enjoy a run and a good catch-up, but the responsibility needs to be shared around to lead these events.

So please, have a think about it and throw your hand up at the next meeting. If any member has any thoughts on this matter, please bring it up in general business at the next meeting.

By all accounts the Kangaroo Island trip was enjoyed by all, I will let Roger fill us in at the next meeting.

The lawn bowls night was met with wet weather so we didn't play bowls but still had a great social night and a meal.

I would like to wish all members and their families a happy Easter.

Thanks very much,

Graeme.



BENDIGO SPORTS & CLASSIC CAR CLUB INC.

Drive, Dine, Discover

To all members;

As a club, we are very reliant on volunteers from time to time - this includes your executive and other volunteers leading monthly runs.

All in all, we have about 22 club runs per year and we would like to increase our pool of volunteers, rather than relying on the usual few.

More volunteers would hopefully create more diversity in runs and venues.

It is also an opportunity to make a personal contribution as a member.

Organising a run has some simple steps:

- A map of Central Victoria
- Select a route - duration of about 1 to 1.5 hours, if you are familiar with your proposal. If not, it may require a reconnaissance, in respect to timing and road conditions, toilet breaks and venue.
- Select a venue for breakfast or lunch - confirming with the management they can accommodate a group - with the proviso you will phone prior to departure, to confirm the expected numbers.

We are seeking a number of members to put their name into a pool to volunteer to organise and lead - at least one run per year.

If you would like to join the pool please contact Di Dole our Events Co-ordinator with your details by email - di64@me.com

We look forward and would be appreciative of access to a wider pool of volunteers.

***Graeme Jenkins,
President BSCCC..***

Membership Cards

A reminder: members need four stamps on their cards to renew their membership - stamps from a monthly meeting or run on Wednesday or Sunday.

Drive, Dine, Discover

KANGAROO SPORTS CLUB - Booked every second Tuesday of the month for the remainder of the year.

BSCCC COMING EVENTS

April 2023

Tuesday April 11th Club Meeting Kangaroo Flat Sports Club Dinner 6PM Meeting

A recurring group booking for 40 people, has been made for monthly dinners - No personal booking required.

Wed Run April 12th Leave All Seasons Car Park 11AM Phil Wust

Sun Run April 15th Leave Lake Weeroona 8AM Di Dole

May 2023

Tuesday May 9th Club Meeting Kangaroo Flat Sports Club Dinner 6PM Meeting 8pm

A recurring group booking for 40 people, has been made for monthly dinners - No personal booking required.

Wed Run May 17th Leave All Seasons Car Park 11AM Volunteer required

Sun Run May 21st Leave Lake Weeroona 8AM Volunteer required

Non Club Event

**JOIN US AS WE CELEBRATE
PRE-WAR MOTORING AT THE
INAUGURAL**

Pre-WWII Motoring Weekend
Incorporating National Motoring Heritage Day

May 19 -21 2023
Bendigo

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entries now open, please scan QR Code or visit the website:
https://veterancarclub.org.au/?page_id=6771



PROUDLY PRESENTED BY:



EVENTS REPORTS

WEDNESDAY 15/3/2023

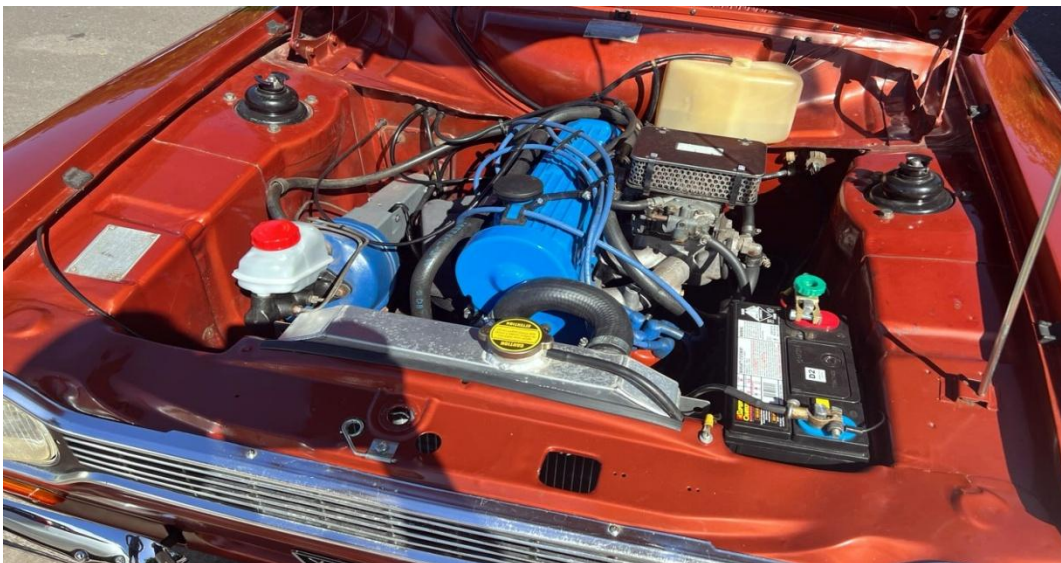
Words / Photos: Brendan O'Donoghue.

Twenty four members gathered on a beautiful autumn morning to be led by Les and liz Dingfelder, along with their chief navigator - their 3 year old grandson.





A feature was David and Jacqueline Vemer's modified Mk1 Ford Escort, which has been upgraded with a 2 litre OHC Pinto engine, Ford Capri front end.





The exterior and interior are pristine



RS 2000 instruments

Interesting to see another unique vehicle in the club. The Vemer stable also includes a Daimler V8 Sedan and a Suzuki Cappuccino.

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The journey took us out along the Epsom - Barnadown Rd., then swinging past the Fosterville gold mine towards Axedale - crossing the Mc Ivor Highway and over the Eppalock spillway.



It was interesting to note the intense scouring below one of emergency overflows of Eppalock. We also encountered some roadwork repair, as a result of the flooding, which occurred some months ago.

We then headed for Knowsley, back onto the Mclvor returning through Axedale - where at last the Pub has received a new roof and a new verandah is under construction - following a storm event.

On arrival at Strathfieldsaye, we were treated with to an array of a number Ford-themed hotrods, coupes, a pick up and a modified Ford Falcon.



We enjoyed a pleasant lunch at Braidie's Tavern - *al fresco* in the beer garden.

Thanks to Les and Liz Dingfelder.

Sunday Run 19/3/2023 - Cancelled

A Kangaroo Island Rally Moment - Tour March 2023

As you know, a group of car club members recently left Bendigo to travel to Kangaroo Island. The first night stop was at Keith, S.A. and as is usual with these events once everyone arrives there is a lot of mingling and lively conversations, while people unload their cars and get settled in their accommodation.

On this occasion our tour leader Roger, was doing a great job looking after Barb and taking bags into the room, which meant the boot of the MX5 was up and a large bottle of Jack Daniels whisky is exposed. For safekeeping and to stop Roger from drinking and driving, it was removed. The red kill switch was also disappeared, again as a safety measure.

After dinner Roger went in search of the said bottle of whisky but was unable to locate it – “Must be somewhere with the bags in the room, never mind will look for it tomorrow.”

The morning arrives and it's an early start to ensure that people get to the ferry on time at Cape Jervis, which is about 3 hours away. Roger starts to load the car and low and behold there is the bottle of whisky laying in the boot – “How did I miss that?” He continues to load the car, goes to turn on the kill switch and its missing – slight concern – must have slid down beside the spare wheel, move bags, take out the spare wheel – not there – starting to get concerned, lots of people about getting ready to leave.

Roger continues to search – “What's wrong Rog?” – “I can't find the key for the kill switch.” is the reply – “What's that by the wheel – it must have fallen out of your pocket Roger.”great relief on Roger's face, time to go, no time to ponder if he is having a seniors moment or not. Barb was aware of this little prank and was able to have her own fun with Roger..... Sorry Roger (not)!!

ANOM.

Non Club Event



19/3/2023 All Holden Day Bendigo - including GM

Editor's Pick



Chevrolet Corvair Monza



Rear Engine - 6 Cyl Turbo Air Cooled Boxer



In my virtual garage, I envisage the last edition of a Chevrolet Corvair Monza Turbo Coupe.

Ed.





BENDIGO SPORTS & CLASSIC CAR CLUB INC.

Treasurers Report - March 023



BENDIGO SPORTS & CLASSIC CAR CLUB INC.

31st March 2023	
Balance Brought forward	\$9,742.61
Add Income	
New Membership	\$0.00
Membership Renewals	\$0.00
AGM	\$0.00
October Rally	\$0.00
Xmas Party	\$0.00
	\$0.00
Total for Month.	\$0.00
Total Income	
	\$0.00
Minus Expenses	
Newletter Costs	\$0.00
Meeting Room Hire	\$0.00
Postage & Office Supplies	\$0.00
Vic Roads - Trailer Rego	\$62.40
Australia Post - Post Box	\$148.00
	\$0.00
Total Expenses	
	\$210.40
Bank Balance at month end	\$9,532.21



Bendigo Sports & Classic Car Club Inc.

An Ordinary General meeting of the Club commenced at 2004 March 14th 2023

Chairperson: Graeme Jenkins

VP: Chris Beale

Secretary: Sarah Hickman

Treasurer: Marianne Healey

Graeme welcomed all present to the meeting. Thanks to Kangaroo Flat Hotel for hosting us tonight

Present: As listed in the attendance book.

Members are asked to print their names in attendance book.

Apologies: As listed in the attendance book.

New members: Nil

Previous Minutes: Minutes from the last meeting.

Moved: Leo Hassett Seconded: Ian Wilson Carried

Financial Report: Bank Balance: \$9 742.61 Financial report attached.

Moved: Brendan Harris Seconded: Les Dingfelder Carried

Correspondence: - Nil

Membership Secretary: 98 members. 4 on waiting list

Event Reports:

March 15th Run will be lead by Les Dingfelder

March 18th Run volunteer needed – no run due to no volunteer.

April 19th. Phil Wust

April 16th Di Dole

20th Sept – Damien to do. Will do the missed rally morning route.

Barefoot Bowls Fund raiser

Kath Harris - Friday 24th March Golden Square. \$25 pp bowls and dinner Raffle and lucky door prize. Names by Friday 19th

Sandhurst All Holden Day this Sunday 21st

John and Deidre run in February- A lot of people on the run. Marong Hotel for lunch.

Kangaroo Island Tour starts tomorrow. 17 cars. Leave by 09.30

Daylesford Motorfest – Chris Beale

Guildford – Peter Turner Memorial Sunday 26th March

Eddington Sprints - Saturday 25th March – Eric, Alan racing

Maldon Swap March 19th

Muckleford Railway Station. – take trailer for BBQ and make a club event? Suggested by Roger

General Business

Back at Kangaroo Flat Sports Club next month. No need to book a seat, KFSC will hold 40 seats

Mark I Escort brought by David Vemeer.

October Rally - 14/15th October

Limited numbers at hotel 17 rooms

Names needed on the sheet – see Lani and Dylan.

NEXT MEETING: April 11th 2023 @ 2000 Closed meeting 2036

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BSCCC COMMITTEE 2022-23

President	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Vice President	Chris Beale	0408 312 778	kathy.beale@bigpond.com
Treasurer	Marianne Healey (Alan)	0402 858 295	alanmazzhealey@gmail.com
Secretary/Public Officer	Sarah Hickman	0408 319 250	sarah.hickman37@gmail.com
Newsletter Editor/ Webmaster	Brendan O'Donoghue	0438 395707	bautotravel77@yahoo.com
Members Secretary	Alan Healey (Marianne)	0417 319 838	alanmazzhealey@gmail.com
Events Coordinator	Diane Dole	0434 785 558	di64@me.com
Permits Advisory Officer	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Motor Sport Australia Rep.	Geoff Houlden	5446 1168 or 0409 930 48	

FROM THE EDITOR



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Contributions to your newsletter are always welcome, as I am constantly looking for articles, technical information and photographs, brochures are welcome. I can assist with the scanning / processing / editing.

Send to :bautotravel77@yahoo.com

or give me a call 0438 395 707.

Memory Lane.....

This month we have a couple of special articles based on restoration projects by members .

BSCCC has numerous skilled and resourceful people, when it comes to auto restorations.

If you would like to share your story - I can assist you. Ed.

Holden Resto. BSCCC Members

Adrian and Amelia Bethell's Holden EK

Adrian and Amelia Bethell moved to Bendigo from suburban Melbourne in 2009 for lifestyle reasons.

This story is about Adrian and his major restoration of their EK Holden Station wagon.

But let's go back. As a 16-year-old, Adrian set about restoring a Mazda 1500 sedan - which required much mechanical work including bodywork and paint. Prior to the Holden EK, he has restored 3 Holden HRs and a HQ. Currently, he is restoring a VW Beetle for his son.

He has also restored the Carapark caravan, with which they enjoy participating with the Vintage Caravan Club.

Adrian's father was a very good bush mechanic - so Adrian was taught and also by osmosis, absorbed and learned many skills.

By the time he was 21, his father acknowledged that Adrian knew twice as much as himself.



Amelia and Adrian Bethell

Work performed on the EK:

Derusting, welding, body prep., paintwork, upgrading the interior, rebuilding the engine and heaps of mechanical refurbishment. Ed.



Words /Photos: Adrian and Amelia Bethell

Adrian purchased an FB Holden with plans to do it up. Needing a K frame and saw an EK Holden advertised for sale saying it was suitable to make it in to a BBQ.

He purchased the 1961 EK Holden in 2009 in Broadford Victoria. Adrian found the EK was in better condition than the FB, and decided to do it up, using the FB for spares.





Underframe

Work started on the car in 2010, firstly stripping and sandblasting the car, cutting out and removal of all rust, of which there was plenty.





The floor, R.H. rear door pillar, sill panels and lower halves of rear guards replaced, repair to K frame.



After a long time in searching parts, he started to re-build and sprayed the body and repaired and reconditioned all mechanical parts.

A Tri-Matic gearbox, was installed a new roof liner installed and body rubbers, the engine was fully re-built. This project was finished in August 2014 and its first display was at Bendigo All Holden Day held in August 2014.

Most work was carried out by Adrian, with some help from members of the Bendigo Sandhurst Holden Club. Since 2020 a 179 HP motor has been fitted to the car.



Restored Holden and Carapark caravan

BSCCC Member David Stuchbery's- MG TD Mk.I 1950 - The Story.

Words /Photos: David Stuchbery

I remember when I was sixteen taking an MGTC home to my parent's place with the intention of purchasing it, my father made it very clear that, no son of his was going to purchase a 'sports car' and put his life in danger.

Not that long after and enrolled in a Visual Arts Diploma at the 'Bendigo School of Mines' and exposed to the Hocking brothers both driving MGTC's the desire to own an MG became even stronger.

The ground rules having been set, I purchased my MGTD and stored it at a fellow arts students place within walking distance of my own parent's place.



This worked well until her father who started work early in the morning got sick of me returning the MGTD late in the evening, so I had to front up at home with my purchase, which didn't go down well. However, mission accomplished, the car had been procured.

After the initial dressing down and the acceptance that the MGTD wasn't about to be returned as too much time had passed, my father having driven the car a couple of times began to borrow it on a pretty regular basis along with my hounds tooth jacket. On reflection, that probably doesn't bare too much thinking about.

The car served me well whilst I was studying in Bendigo, definitely suited the image and lifestyle of an art student. When I had to go to Melbourne to further my studies in my final year, I needed a vehicle that would commute to Melbourne and back more comfortably, so the TD was sold to a young man, who didn't have a licence at the time and relied on mates driving the car

Roughly four years later I was able to buy the TD back, as a restoration project.



The car had been basically written off, having been hit up the back by a taxi and shunted up the Post Office steps in Pall Mall.

The young guy and his uncle had started to repair the car when I bought it back in 1972, but it wasn't a very good job, so I started all over again.

It was during this restoration that my brother Ray convinced me to install an MGB 1800 engine and gearbox into the car, discarding the XPAG 1250 motor and gearbox. Apart from installing the MGB motor and gearbox plus pressurising the existing TD radiator little else was changed. The car had more power, the differential ratio was wrong so had no legs, ran hot and still had the same brakes. Distances travelled were short and generally required the knowledge that a 'tow' was only a phone call away.

Second Re-build.

'Don't drink and drive' – the poor thing suffered a second write off at my own hands and subsequently another re-build which took approximately 35 years. Having purchased an MGBL there was no real pressure of getting the MGTD back on the road quickly, plus work responsibility and various promotions at La Trobe University, made the restoration a low priority. However, it did give me time to be more thoughtful about doing this restoration in a more considered way.

*** David will continue the story of the final restoration of the MG. in a future newsletter.**

interest

The AUTO BEER BAR



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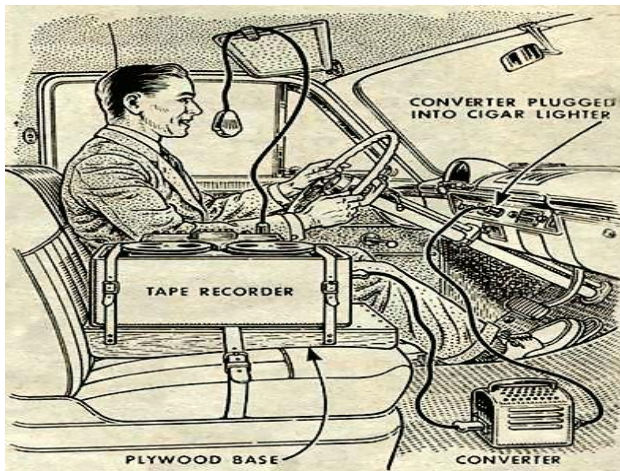
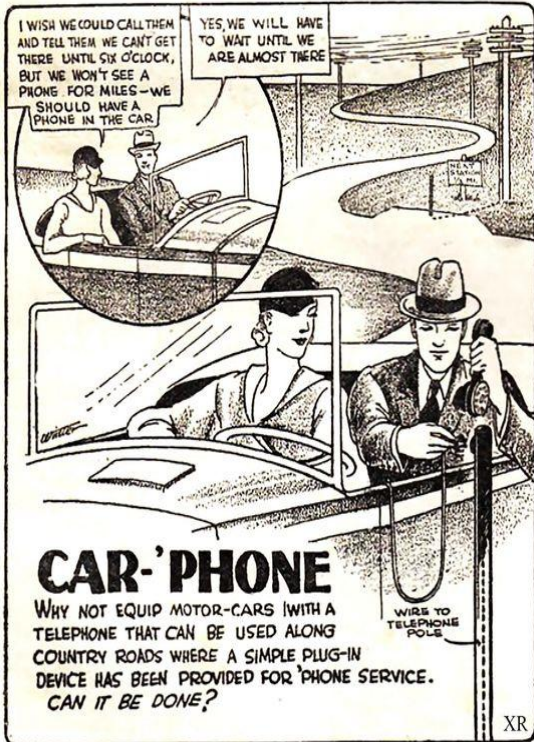
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Can it be DONE?

Popular Weekly
 Feature



Road Test - Ford Zephyr

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Cara's glamorous 1957 Holden FE: A restored beauty



[Dr. John Wright](#) - 25 April 2022 (Edited)

Classic Cars reviewed by historian, publisher and leading motoring journalist.



The 1950s was a decade of tremendous change in Australia and perhaps the most pivotal year was 1956 – the year of the Melbourne Olympics, the coming of television and the ‘new look’ FE Holden, official car of the Olympic Games. No question, the FE Holden was the most important car introduced during the 1950s in Australia. It represented profound optimism in the future, as a new era of postwar prosperity saw suburbs sprawling and people spending. Where the original 48-215 ‘FX’ Holden and its face lifted FJ successor exuded

a kind of honest homeliness, the FE – styled by Alf Payze and his team at Fishermans Bend – delivered a new and distinctively Australian glamour.

The FE Holden was not only the best looking car produced anywhere in the General Motors world, it was surely a most attractive vehicle. Longer, lower, sleeker in the 1950s Detroit idiom, the Holden was somehow more restrained and quieter – more modest – which was also undoubtedly how Australians saw themselves in the day; the FE Holden lacked the garish excess of some of the big American cars. When the ‘new look’ Holden made its first public appearance in Collins Street, Melbourne on 30 July, crowds thronged for a glimpse. (As a six-year-old boy I was utterly thrilled when I first spotted a new one in the traffic; I can still feel that excitement now!)

Yes, Cara, sure loves her FE Special, which is very special indeed!



In the quickly changing Australia of the early 1950s when the FE was on Alf Payze's drawing board, the product planners at General-Motors'-Holden's understood that women played a key role in most purchasing decisions and the new model was designed to appeal as much to women as men. Although gender roles were more clearly defined and stereotypical in the 1950s, few

men would have chosen a new family car without consulting their wives. Special advertisements in the *Australian Women's Weekly* emphasised the newfound elegance of Australia's Own Car. One of these appeared in the June 5th 1956 edition under the heading 'More beauty for your money'.

The car has a long history in Cara's family, having been purchased brand new by her grandfather in 1957, remaining in the family, when in 2008, Cara began restoring the car for her Year 10 International Baccalaureate Diploma Personal Project.

Cara's dad Anthony stripped interior and the paint. The car acquired some new metal in the door pillars and bottoms of the doors. *Cara says, "Dad taught me step by step and I did as much as I could. Only the more difficult bodywork and the two-pack Corsair Tan and Castle Grey was painted by dad's mate's crash repair shop. Of course, things like chrome-plating we couldn't do, so I went along to the workshop to watch and document the processes, a requirement for my 40,000-word thesis and photographic journal".*

There was never any desire to modify the FE substantially and it retains the original engine with a sports exhaust and period-correct Genie headers. Glamorous as the FE was, it retained the rugged go-almost-anywhere ability of those plainer, more utilitarian predecessors. There were coupe utility and van variants and in 1957 Holden introduced its Station Sedan. The FE was the first Holden with a curved one-piece windscreen, the first with a 12-volt electrical system, the first with a hydraulic clutch and the first with a key-operated starter.

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Misc.....



I visited Poyser Motors, Epsom on 7/3/2023 and was delighted to see this Mexican version of the VW Beetle on display.





My first two cars were VW Beetles and later a Karmann-Ghia - I was always impressed with the quality of the materials used and the paintwork quality of those early VWs, for what was a relatively inexpensive vehicle - the same applies here - quality interior trim and beautiful glossy paintwork.

This car is fitted with front disc brakes



This was among the last of VW production in Puebla, Mexico in 2003, when a series of 3000 Ultima Edicion was produced. A car designed in the 1930s

Total world Production of VW Beetle; 21,529,464 , when production ceased 30th July 2003.

This car originally lived in California, having two owners and was subsequently purchased

by Andrew and Sharon Brose, who are members of the Bendigo VW Club, the car arriving in Bendigo in 2016.

Ed.

.....
- Pinterest Images



Targa Beetle



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