

# Bendigo Sports & Classic Car Club Inc.

FEBRUARY 2022

*PO BOX 1172,*

*Kangaroo Flat,  
3555*

*Website:*

*bsecc.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 the Confederation of Australian Motorsport (CAMS).

Red Plate Signatories:

New registrations:  
Graeme Jenkins

Renewals:  
Graeme Jenkins

Sarah Hickman

Marianne Healey

## Pressoe's Rambles - Graeme Jenkins



Hi Everyone,

I hope you all had a fantastic Christmas and New Year, now let's get 2022 underway. It probably hasn't started off well for getting our cars out as it's been so hot, but it will settle soon and we will be into it.

Gaye and I didn't make it to the January catch-up at the lake this year, but I was told it was well attended and all had a great social evening.

With the current Covid conditions creating havoc with Restaurant staff, with a lot of places of interest for runs are closed or on limited hours.

I have a number of places in mind, but will wait until the weather cools. A big thanks to new members Brenton & Michelle Middlemiss for offering to take this month's Wednesday run, so if you are free, jump on the run and support their efforts. If any member would like to take a run or have any suggestions for areas or venues, let me know and I can help, if needed.

On a sad note, on behalf of the club, I would like to offer our condolences to the family and friends of former club members Ron Jackson and Brooke Hammett on their recent passing. Ron and his wife Jeanette were valued members of the car club and were always quick to volunteer, help out and organise runs and Brooke, a more recent member was known for his larrikin ways and love of his family. They will be sadly missed.

Thanks, Graeme.

# ***Drive, Dine, Discover***

Kangaroo Flat Sports Club - Booked every second Tuesday of the month for the remainder of the year with the exclusion of July and December.

**Please keep informed by public information of the ever changing restrictions, which may affect this program.**

**As conditions change, we will endeavor to keep members informed.**

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## **February 2022**

**Tuesday 8th** Club meeting at Kangaroo Flat Sports Club

Dinner from 6pm / Meeting 7.30pm

**Wednesday 16th Run**

Brenton / Michelle Middlemiss / 11am dep. All Seasons

**Sunday 20th run**

Graeme / Gaye Jenkins / 8am dep. Lake Weeroona

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## **March 2022**

**Tuesday 15th** Club meeting Kangaroo Flat Sports Club

Dinner from 6pm / Meeting 7.30pm

**Wednesday 16th Run**

**Looking for a volunteer**

**Sunday 20th Run**

**Looking for a volunteer**

- Please note: I will not be available to sign club papers at my former work place, as I have retired - please contact me on my mobile to arrange .

President: Graeme Jenkins      0435 532 822

- Please note: I will not be available to sign club papers at my former workplace, as I have retired - please contact me on my mobile to arrange

Treasurer Marianne Healey      0402 858 295.



## EVENTS RECAP



**January 11 2022:** The first activity for 2022 was a social *al fresco* BYO evening meal at Lake Weeroona. The weather was perfect with a gentle cooling breeze and very good attendance of about 70 members. Pizzas and fish and chips were prominent choices.

Photos: RogerHuthnance / Brendan O'Donoghue.





## BSCCC COMMITTEE

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	marianne@cvbearings.com.au
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 83	alanmazzhealey@gmail.com
Events Coordinator	Graeme Jenkins	0435 532 822	gayeandgraeme@gmail.com
Permits Advisory Officer	Graeme Jenkins	0435 532 822	gayeandgraeme@gmail.com
Cams Representative	Geoff Houlden	5446 1168 or 0409 930 486	

**Bendigo Sports & Classic Car Club Inc.**

**No monthly meeting Jan 2022 - due to Corona Virus.**

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## Treasurer's Report JANUARY 2022

BENDIGO SPORTS & CLASSIC CAR CLUB INC.	
January/22	
Balance Brought forward	\$11,022.29
<b>Add Income</b>	
New Membership	\$0.00
Membership Renewals	\$0.00
AGM	\$140.00
Bigtits Rally	\$0.00
Xmas Party	\$0.00
Bank Interest	\$0.00
Sundries	\$0.00
<b>Total Income</b>	<b>\$140.00</b>
<b>Balance</b>	<b>\$11,162.29</b>
<b>Minus Expenses</b>	
Newletter & Office Costs	\$246.23
October Rally Refund	\$450.00
Badges & Engraving	
Car run expenses	
Catering Expenses For Dinners	
Bank fees	\$2.30
Sundries	
<b>Total Expenses</b>	<b>\$698.53</b>
<b>Bank Balance at month end</b>	<b>\$10,463.76</b>

### FROM THE EDITOR



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 to discuss 0438 395 707.

If you are experiencing difficulty receiving your email copy of the newsletter - please let me know.

Alternatively : **Website: bsccc.weebly.com** Visit the club website for copies of

past newsletters, etc. Click on the box LH top of screen for the menu.

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## **Memory Lane.....**

***Below are two VW prototypes, including a diesel-powered Kombi - by Palton / Westfalia 1954.***



***They are very close to the final production design - except for some cosmetic decoration and window treatments - but no diesel engine.***

***Source: Pinterest***



***I found this information about a diesel engine puzzling - subsequently, I sourced further information as follows . Ed.***

***Source:***

***Hofmann***  
***Speedster***  
***since 1987***

***Air-cooled parts and more Germany.***

***Project Type 508: The Porsche Diesel for the VW Beetle***



**03/05/2021 ( Edited) Photos: Porsche**  
The man must have been sorely disappointed with his prey: **The VW Beetle** he had just stolen, which he had discovered in a car park, made a lot of noise and soot, and the car's forward momentum was decidedly lacking in

spirit, even for the 1950s. Therefore, after a short joyride, he probably left the vehicle at the side of the road, completely frustrated. What the car thief didn't know was that he had stolen **an experimental car with a diesel engine under the rear bonnet**. This diesel Beetle was one of two prototypes that **Porsche** had built on behalf of Volkswagen.

The development work on behalf of Volkswagen-Werke went under the name "**Type 508**". According to an internal paper of the Porsche developers, the project was a diesel engine built on a VW basis, which was to fill a presumed gap in the usual model range as a light air-cooled engine.

At that time, **Porsche** had gained experience with diesel drives and had already developed an air-cooled two-stroke diesel with two cylinders for its tractors. This engine would have to fit into the engine compartment of the Beetle, as an air-cooled four-cylinder boxer engine.

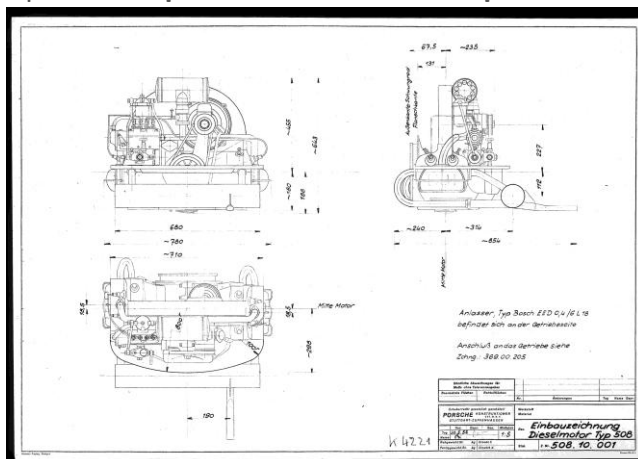
Diesel fuel was considerably cheaper in the 1950s, with a price per litre of 42 pfennigs than petrol at 65.8 and super at 72.8 pfennigs.

Porsche received an order from Volkswagen in 1951 to develop a diesel power unit.

Development began with a 1,140 cc unit with pre-chambers cast into the cylinder heads.

The output was 18 hp at 3,000 rpm with combustion that was not yet smoke-free. Later, the displacement grew to 1,308 cc and the power to 25 hp at 3,100 revolutions.

This improvement was achieved, among other things, by using a Scintilla pump. **Consumption was 6 to 6.5 litres per 100 kilometres.**



In a memorandum from 1953, an engineer describes the advantages: "The engine, which until now showed an output of 19 hp at 3,000 rpm with an already decreasing tendency, now produces 24.5 hp with the Scintilla pump at the same rpm with still increasing characteristics."

### **Two experimental vehicles go on test drive**

The **Porsche developers retained the boxer arrangement of the cylinders, and the air cooling system also remained unchanged**. The oil cooler was cooled by the cooling air flow. Injectors as well as injection pump, glow plugs and butterfly valves were supplied by Bosch. The engine had a compression ratio of 19:1. The initial damage to the belt and pulley due to the greater unevenness of the engine was rectified by enlarging the flywheel.

After extensive bench tests by Porsche, two units were mounted in test vehicles and sent on test drives. One engine covered 16,000 kilometres in what the internal report called a "Kombi", the second engine ran over 25,000 kilometres in a VW beetle.

However, after about 20,000 kilometres, cracks appeared on one cylinder head, which were repaired by welding. The vehicle then continued to run without any further faults. A further



developed engine with new cylinder heads and increased valve spacing as well as improved alloy was apparently never built. Endurance tests were to be carried out with this engine.

### **"VW General" Nordhoff stops the project**

It was not to come to that, **Volkswagen General Director Heinrich Nordhoff**, who actually ran the company, had obviously lost interest in a noisy and sooty Beetle, which he saw as unsalable - especially in the USA. market.



The 508 project was terminated. **The two test vehicles were scrapped after the development work was completed.**

**For the company's 50th anniversary, Porsche reconstructed the Beetle Diesel, verifying the original decision.**

### **The recreated VW diesel - Porsche Museum Stuttgart.**

Automotive historian Jerry Sloninger, missed a radio at the time "*to drown out the sounds from behind*", and the diesel Beetle was appalling slow at zero to 100 km/h a full minute! It was to take until 1976 for VW to introduce the diesel engine in the compact class Golf , becoming an instant sales success, in response to the energy crisis of the time.

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This story, brought back a recollection from an acquaintance, who worked in Germany c.1950/60s. He was at the VW training centre in Wolfsburg, which was a very tightly run ship.

He and an associate were instructed to go out on a job, away from the training centre and explicitly instructed to return by a certain time - *which was apparently equivalent to a curfew.*

On the return journey, their VW's engine expired. They managed to roll into a hotel car park, which fortuitously contained another VW.

In order to meet their strict instruction - they swapped the expired engine with the other VW and made it back just in time! Imagine, next morning, when the poor unsuspecting owner was confronted by his car, with the expired engine.

**Very naughty!**

**Ed.**

## CV8 By: Glenn Torrens, Photography by: Unique Cars Archives

Date: 23.12.2021 **From Unique Cars 460, Dec 2021(Edited)**

It's 20 years since Holden's new-millennium Monaro arrived in showrooms. We take a look back at how it was born, how it was built, how it made headlines and how it made more than just its own history.



The Commodore coupe began as a few casual sketches by Holden Design team members in the mid-1990s stage of styling the VT Commodore. under Holden Design boss, Michael Simcoe. After its stunning debut, Holden – the company and its dealers – were hammered by people who wanted one.



That incredible response ambushed Holden, who had to seriously consider building it. After a year of anticipation, Holden revealed it was to build it.

Thanks to the then-new computer tech used so successfully for designing VT, the development of Monaro could be faster than before; the previous need to hand-build experimental cars removed, prototypes built, that were far closer to the finished product. To make the job easier with lower production numbers, the stamping of some panels was sub-contracted to low-volume production experts. ***Has any single car in Aussie history been as instantly cultish as this?***

*Sexy convertible missed the cut*



*Export model was a Pontiac GTO.*



The Monaro-based Pontiac GTO for USA had its own nose and minor tweaks. The GTO had more power (255kW – similar to HSV) It was respectably fast but at first not all US enthusiasts liked the subtle styling. **Approx. 40,000 GTOs were exported.**

**The GTO was killed off when the Pontiac name was expunged by GM - due to the financial ructions caused by the GFC in 2008. Ed.**

*HSV made their own GTO, GTS and all-wheel drive Coupe 4.*



The GTO was powered by HSV's contemporary tune of 255kW with auto and manual; the GTS had the extra grunt of the internally-modified C4B engine with 300kW and manual only.

The HSV Coupe 4's high-performance **AWD** road car spec was exclusive. That meant special suspension hardware for HSV cars and a special production

S.....

# PORSCHE TAYCAN TURBO S FORMULA E SAFETY CAR 2022



## **MOTORSPORT** TOP GEAR **Maserati will race in Formula E in 2023** [Greg Potts](#) Published: 11 Jan 2022 (Edited)



[Maserati](#) will return to single-seater racing next year with an entry into the 2023 FIA Formula E World Championship. It'll be the first Italian team to compete in Formula E and will join just as the series switches to its new, faster Gen3 cars.

Maserati the hasn't been involved in motorsport since the hugely successful MC12 was retired in 2010. Maserati-single-seaters sports cars were prominent in the 1950/60s..



**Maserati 250F - Brendan O'Donoghue**



Wikipedia - Maserati "Birdcage" space frame.

Maserati Tipo 61 engine and unique design.

Maserati plans to electrify its road cars, with EV versions of the new Grecale SUV, the GranTurismo, the GranCabrio and the MC20 supercar. Formula E bosses have been keen to attract more manufacturers to the sport, with Audi and BMW withdrawn and Mercedes to follow, before the Gen3 regulations begin.

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## **Saturday 15 August 2015. Monterey Car Week -** Words / Photos: Brendan O'Donoghue - Part TWO.



8.30am - 1.30pm **Concorso Italiano** at the picturesque, manicured **Blackhorse Golf Club, California.**

This event displayed some of the best collection of rare and exotic Italian cars in the world. There were around 1000 vehicles on display - also Italian fashion, style, music and art - but not promoted *as it may well have been!* Where were the Italian wines and foods? Once again, not a sufficient amount of catering - *they really lost an opportunity to promote Italian food, wine and culture.*

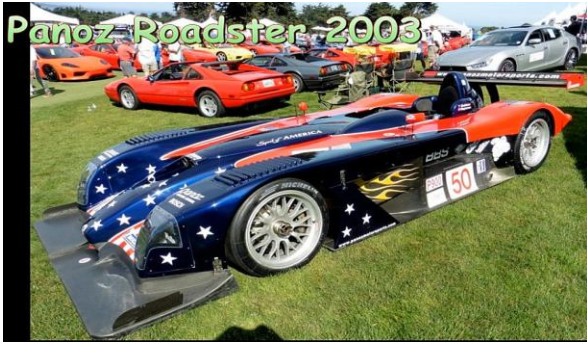
The setting was another beautifully maintained golf course, with very tricky sand scrapes (I think that's what you call them.) An undulating course of knolls - which is great as they provide beneficial perspectives for photography - as compared to flat ground.

**Ferraris were present in obscene numbers, Lamborghinis, De Tomasos, Maseratis, ISOs, Lancias, FIATS, Alfa Romeos. Abarths, Biancis, etc., all well represented.**

Ferrari - Based Special



*Yes - It's a Lamborghini!*



Lamborghinis



*Despite all the exotica: My favourites were the exquisite Alfas of the 1950 /60 / early 70s - after which time, they lost the plot.*



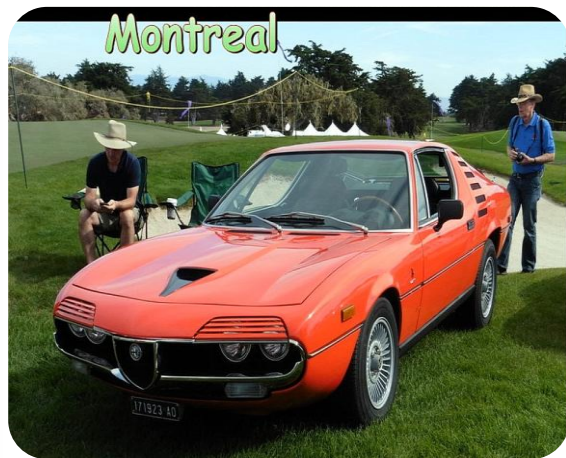




*I fondly remember, my Alfa 1750 Berlina, of which there was a very low mileage example*

*on show - not forgetting cruising at high velocities, when it was legal!*

*A very good piece of kit!*





**Competitione- Voluptuous!**

To be continued.....

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## **Misc.....**

**DAKAR RALLY 2022 20 January 2022,**

Sources: Internet - Various

**Placings:**

- 1. Nasser Al-Attiyah TOYOTA 38:33.03**
- 2. Sebastien Loeb BRX +27.46**
- 3. Yazeed Al Rajhi TOYOTA +1:01.13**

- 
- Audi RS Q e-tron at the Dakar Rally: Successful start into a new era in electrified racing**





*The three Audis racked up an incredible 14 podium stage finishes along the way, including four stage wins and a one-two result earlier this week, with Mattias Ekström and Emil Bergkvist brought their RS Q e-tron home in 9th outright.*

Audi has a rich

motorsport history. Over the years, the Ingolstadt-based brand has established its dominance over the rally world. Audi's RS Q e-tron rally cars recently made their world debut in **Saudi Arabia** at the **Dakar rally** with a three car team effort.

According to the company, the RS Q e-tron is the most complex racer that Audi has produced. Since there are no charging points in the desert, Audi devised an ingenious charging system for the RS Q e-tron. The rally car uses a DTM TFSI engine as part of an energy converter to recharge the high voltage battery pack. We also find motor generator units MGUs on both front and rear axles, derived from **Audi's e-tron FE07 Formula E racer**.

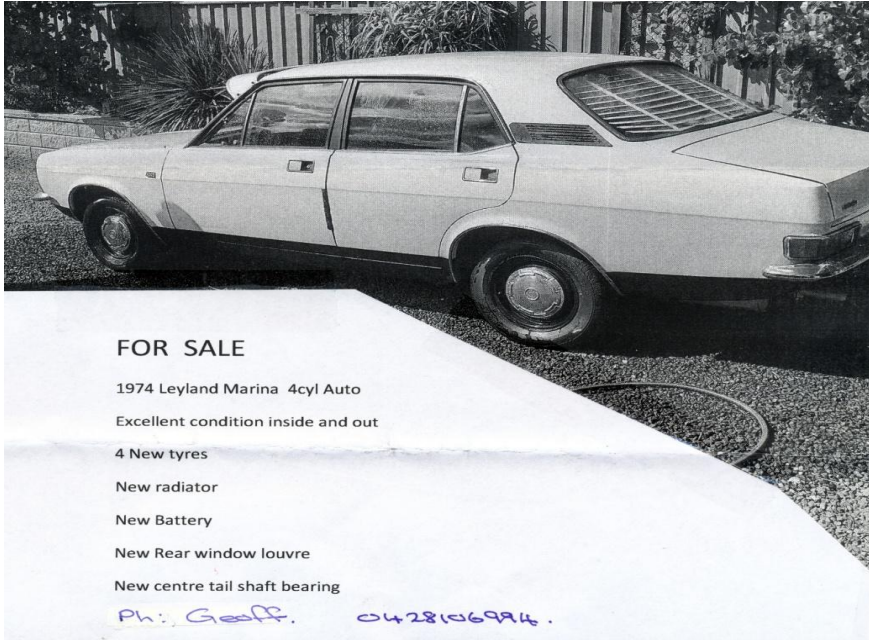
**The most complex race car in Audi's history to date passed its baptism of fire at the Dakar Rally with flying colours.**

**All three Audi RS Q e-tron rally cars mastered the world's toughest off-road rally on their debut in Saudi Arabia.**

- **They covered around 24,000 desert kilometres – almost three times the 8,700 test kilometers that Audi had previously completed**
- **Mattias Ekström/Emil Bergkvist finished ninth in Jeddah as the best Audi driver team**
- **With the arrival of electric mobility, Audi has ushered in a new era in off-road**

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## FOR SALE



### FOR SALE

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