



BENDIGO SPORTS & CLASSIC CAR CLUB INC.

PO BOX 1172, Kangaroo Flat, 3555

Website: bsccc.com.au

NEWSLETTER JANUARY 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,

What a fantastic outing it was that we had mid-December in the Botanical Gardens, it was like old times with people happily socialising and Roger Huthnance sharing a Dad joke, with most of us.

What about the Hickman's monkey see, monkey do, episode with the bread roll. Sarah was cutting the bread stick and cut her finger and then her Knight in rusty armour came to rescue her from the knife, only to do exactly the same thing to his finger. Good on you Hickman.

Unfortunately, as you read this newsletter, you all would be aware that Covid is back in the news, so at this stage our January BBQ get together, is still going ahead, but if anything changes we will let you all know.

So let's all have a fantastic Xmas and celebrate getting through this tough year and bring on 2021.

On behalf of the committee I would like to wish you all a merry Xmas and a happy new year.

Thanks,
Graeme.

Please Note:

Updated Red Plate Signatories:

New registrations: Graeme Jenkins

**Renewals: Graeme Jenkins
Rod Thomson
Marianne Healey**

BSCCC Committee Meeting 2 December 2020

Policy Amendment - Newsletter

As advised in the December 2020 newsletter - this will be the last comprehensive copy that will be sent via **Australia Post**.

Commencing with the **February 2021** newsletter, a brief summary will be posted - which will cover:

- **President's Report**
- **Activities Program**
- **Financial Report**
- **Misc. matters**

There are currently 14 members, who receive the newsletter by post - if you would like the comprehensive newsletter - please forward your email address to:

bautotravel@yahoo.com.au

- Setting up an email address does not cost anything and can be done with any smartphone or computer.
- Remaining members will continue to receive their full newsletter electronically.



Bendigo Sports & Classic Car Club Inc.

Treasurers Report December 2020

BENDIGO SPORTS & CLASSIC CAR CLUB INC.	
Dec-20	
Balance brought forward	\$8,748.56
Add Income	
New Membership	\$35.00
Advertising	\$50.00
This months Income	\$85.00
Total Income	\$8,833.56
Minus Expenses	
Newletter Costs	\$98.48
Badges & Engraving (Trophy)	\$17.50
Catering Expenses For Dinners	
Postage & Office Supplies	\$230.00
This months Expenses	\$345.98
Balance at month end	\$8,487.58

Drive, Dine, Discover

- Due to the current very fluid situation with CV - proposed future events are still under consideration.

When the situation becomes clearer - an email advice will be forwarded.



Event Reports - Wrap Up

BSCCC Club - Get Together Bendigo Botanical Gardens.

After months of Corona Virus restrictions, which curtailed all club activities - this was our first chance for a final event for 2020.



After quite a hot day, over 50 of our members and friends enjoyed a picnic meal, reconnection and a welcome cool change, in the verdant Botanical Gardens.



.....
P.S. I remember having numerous school Christmas picnics and the arrival of Santa, in these gardens.

I also remember the animal enclosure, which housed kangaroos and emus. As kids, we loved teasing the crap out of the emus!

Ed.
.....

The **Bendigo Botanic Gardens**, one of regional Victoria's earliest botanic gardens. Established in 1857.

Sources: - various internet.



The Bendigo Botanic Gardens is almost as old as Bendigo itself, with the site appearing on an 1854 plan of the White Hills township, just 3 years after gold was first discovered in Bendigo in 1851.

The Garden is Bendigo's first public gardens and was included on the [Victorian Heritage Register](#) in 2001 due to its historical, architectural, scientific, botanical, aesthetic and social significance.

The garden is known for its eclectic mix of shade trees and lush green turf. The Garden provides an excellent place for family get togethers, picnics, BBQ's and celebrations.

The Garden for the Future opened on April 22nd 2018 and provides a contemporary botanic garden experience to enjoy. It is located on the south side of the Heritage Garden.

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
Treasurer	Marianne Healey	(Alan)	0402 858 295 or 5446 8969 alanmazzhealey@gmail.com
Secretary/Public Officer	Rod Thomson	(Sally)	0419 507 372 rodthomson44@gmail.com
Newsletter Editor	Brendan O'Donoghue		54395707 0438 395707 bautotravel@yahoo.com.au
Members Secretary	Alan Healey	(Marianne)	0417 319 838 or 5446 8969 alanmazzhealey@gmail.com
Events Coordinators	Kath Harris	(Brendon)	0407 317 203 hazkaz1@hotmail.com
Permits Advisory Officer	Graeme Jenkins	(Gaye)	0435 532 822 admin@ultimatetyreand auto.com.au
Cams Representative	Geoff Houlden		5446 1168 or 0409 930 486
Webmaster	Roger Huthnance	Barb	0407 508 321 or 5444 2644 rbhuthnance@bigpond.com Website: bsccc.com.au

FROM THE EDITOR



Hanging around with Fangio - Stuttgart 2010

Hi all,

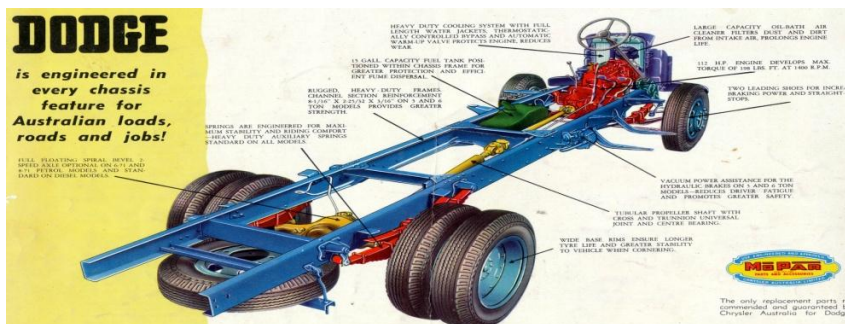
Welcome to 2021 - hopefully club activities can fully resume, at some stage, after the restrictions of CV in 2020.

- This month we visit BSCCC member Chris O'Mara's workshop to check out some of his handy work.
- It would be helpful to receive contributions from members, be it past club photos or articles.
- I can assist with the scanning / processing / editing.
- Please send to: bautotravel@yahoo.com or telephone 54 395 707.

Memory Lane.....



1950s



6 TONS
21,000 lbs. G.V.W.

Two wheelbases are available in this payload capacity—160" for tipping bodies and semi-trailer work or the 171" wheelbase for timber, wheat, wood, cement or general heavy merchandise. Both models have 6.88 cu. yds. with heavy duty two-speed axles as optional equipment, ratio 6.14 and 8.52 to 1.




6 TONS (DIESEL)

Power unit is the Polaris P-6 which is known, proven and accepted by track covers the world over. Engine develops 77 B.H.P. (net) at 2,400 r.p.m. and 190 lb. ft. torque at 1,500 r.p.m. Engine features include dry, replaceable cylinder liners, 5 ring pistons, 7 bearing crankshaft, combustion doors and exhaust injection for easy starting. Truck wheelbase is 171" and heavy duty 4-speed axle standard equipment.

Product of 


For lighter loads there are 15, 20, Deluxe and Super models. Models are also available in 6-cyl. and 8-cyl. units.

ARC-160
SERIES
INTERNATIONAL TRUCKS



INTERNATIONAL CAB-FORWARD SERIES

BUSINESS MOVES MORE PROFITABLY WITH
New Thames Trader Trucks
30 cwt. — 7 tons




Ford Cortina GT 1960s



WHAT THEY COST

PRICE AND HORSEPOWER OF CURRENT MODELS

Modern Motor April 1965

	B.H.P.	£		B.H.P.	£
Alfa Romeo 1600 GT Coupe	122	2723	220SE Saloon	134	3203
1600 TI Sedan	92	1905	220SE Coupe	134	5207
2600 Sprint Coupe	165	4259	220SE Convertible	134	5654
Aston Martin DB5	282	7385	230SL from	170	4382
Austin Freeway Mk. II	85	1165	300SE Saloon	185	5211
Station Wagon Mk. II	85	1260	300SE Coupe	185	6902
Automatic £116 extra			300SE Convertible	185	7349
Austin-Healey Sprite	59	1059	(All available as automatics)		
Bellett 1500 Sedan	71	950	Mercedes 600 Saloon		11,426
Bentley S3 Saloon		8850	Mercedes 600 Pullman		12,887
Chevrolet V8	195	2580	MG-B	95	1395
Chrysler Valiant	145	1240	Morris 850	34	779
Automatic	145	1365	Morris Mini-Cooper	52	966
Regal	145	1525	Mini-Cooper S	68	1400
Safari from	145	1340	1100	48	579
Citroen Safari Wagon	84	2440	Nissan Cedric Deluxe	95	1496
ID19 Parisienne	69	1738	Station Wagon	36	655
Colt 1000 Sedan	55	850	NSU Prinz	65	1175
Daimler Majestic Major	220	5022	Peugeot 403 Saloon from	72	1275
2 1/2 litre Saloon	140	2953	404 Saloon	72	1360
Datsun Bluebird Special	60	913	404 Station Wagon	195	2688
Bluebird Deluxe	60	991	Pontiac V8	88	2443
Station Sedan	60	1053	Porsche 1600C	107	3247
Fairlady Sports	85	1287	1600SC	73	998
Dodge Phoenix	230	2640	Prince Sedan from	106	1399
Fiat 770	32	762	Gloria Sedan from	106	1559
1100D Riviera	55	951	Gloria Station Wagon	198	2099
Station Wagon	80	1290	V8 Auto. Sedan	198	1930
1500 Saloon	80	1522	V8 Auto. Station Wagon	125	2325
1500 Station Sedan	97	1575	American	138	1688
1800B Saloon	97	1722	Automatic	32	799
1800B Station Wagon	117	1845	Renault R4	32	839
2300 Deluxe Saloon	117	1992	R4 Deluxe	48	948
2300 Station Sedan	150	3354	R8 Sedan	50	998
2300S Coupe	39	799	R8 1100 Sedan	95	1294
Ford Anglia	49	869	R8 Gordini 1100	52	1722
Cortina from	85	1218	Caravelle		9050
Cortina GT	96	1070	Rolls-Royce Saloon	129	2512
Falcon Standard	96	1130	Rover 3-litre (Auto. £85)	52	1015
Deluxe	111	1237	Coupe from	52	1125
Falcon Hardtop from	96	1140	Simca Aronde	42	799
Station Wagon	96	1220	Station Sedan	47	899
Deluxe Wagon	111	1389	Skoda Octavia	47	999
Squire	111	1310	Super Octavia	57	1089
Futura Manual	111	1310	Station Sedan	180	1735
Automatic £115 extra.			Felicia	180	1895
111 b.h.p. engine £24 extra.			Studebaker Cruiser	180	1935
121 b.h.p. engine £76 extra.			Cruiser Automatic	180	2045
Zephyr Six from	98	1394	Cruiser Station Wagon	225	2450
Fairlane 500 from	164	2325	Cruiser Automatic S.W.	88	1596
Galaxie Saloon from	195	2797	Hawk	88	1713
Hillman Minx Series 5	56	1019	Alpine G.T.	88	1864
Super Minx	66	1130	Alpine Auto.	78	1580
Hillman Station Wagon			Rapier	74	979
(Automatics £130 extra)	66	1198	Toyota Corona	36	711
Imp	42	815	Automatic	36	778
Super Imp	42	859	Crown from	95	1138
Holden HD Standard	100	1070	Station Wagon from	95	1218
Special	100	1130	(Automatics £107 extra.)		
Station Sedan	100	1160	Triumph Herald Saloon	43	915
Special Station Sedan	100	1221	2000 Sedan	90	1578
(All available with 115 b.h.p. engine			Automatic	90	1728
for £24 extra, 140 b.h.p. engine £73			12/50 Sports Coupe	51	999
extra.)			12/50 Sports Saloon	51	999
Automatics £115 extra.	115	1329	Spitfire	63	1099
Premier Sedan	115	1420	TR4 from	100	1690
Premier Station Sedan	115	1420	Vauxhall Victor from	69	985
(140 b.h.p. engine, £48 extra.)			Victor Station Wagon	69	1199
Humber Hawk Saloon	78	1795	VX4/90 Saloon	85	1333
Snipe Series 4	132	2039	Viva Sedan from	50	853
Humber Vogue (Automatic			Velox Sedan from	113	1380
£130 extra)	62	1199	Cresta Automatic	113	1599
Vogue Sports	84	1299	Volkswagen Standard	40	819
Jaguar 2.4-litre Mk. II Saloon	120	2544	Deluxe	40	919
3.4-litre Mk. II Overdrive	210	2886	VW 1500 Sedan	53	1125
3.4S Overdrive	210	3299	1500 Station Wagon	53	1215
3.8-litre Mk. II Overdrive	220	3050	1500S Sedan	66	1329
3.8S Overdrive	220	3474	Karmann Ghia 1500S	66	1860
Mark 10 Overdrive	265	3855	Volvo 122 B18	90	1628
E-type from	265	3284	Station Sedan	75	1799
(All available as automatics.)			P1800-S	103	2843
Mazda (Auto. £60 extra)	16	575	Wolseley 6/110 Automatic	120	2460
Carol 4-seater	28	675	24/80 (Automatic £116)	80	1280
Mazda 800 Estate	42	813	Zeta Sedan from	16	595
Maserati G.T. Sebring Coupe	230	6325	Sports	19	595
Mercedes 190C Saloon	90	2499			
190DC Saloon	55	2622			
220S Saloon	124	2999			

Prices are quoted to the nearest pound, but may vary slightly from State to State. Sales tax is included. The publishers accept no responsibility for errors or omissions.

MODERN MOTOR is published by Modern Magazines Pty. Ltd., 21 Bathurst Street, Sydney (26-6129). Distributed by Australian Consolidated Press Ltd., 168 Castlereagh Street, Sydney. Cover and rotogravure section printed by Compres Printing Ltd., cnr. O'Riordan and Doady Streets, Alexandria, letterpress by Rotary Colorprint Pty. Ltd., Butt & Clisdell Streets, Surry Hills. COPYRIGHT.

I'll have a Jaguar E Type please! Ed.

Thanks Ian Wilson

MISC....

Words / Photos - Brendan O'Donoghue. 8.12.2020

Chris O'Mara has been a member of the BSCCC for about 16 years.

His occupational background is a sheet metal artisan.

In the last year, he has transitioned form being an employee, to starting his own business in sheet metal fabrication and rust repairs.



**In the beginning Chris O'Mara's first car
Vauxhall 1937 DX Holden Body**

Chris had an early start in things mechanical, starting with a Bantam motor bike, at a very young age. He learned heaps from his father, who passed on many mechanical and other skills. Above is the Vauxhall Chris acquired age of 9. Below are some of his stable and potential restos.



Vauxhall Phaeton 1937 Holden Body



Sleeping Beauty - Vauxhall Panel Van - believed to be one of three and the only one existing



Note: Holden panel Van Roof.



Tamsyn's Vauxhall c 1956

Chris has progressed through a range of vehicles - his current pride, is the subtly modified 1942 International pickup. Originally a full size truck - Chris has honed it down and got the proportions right.



International 1942 - Chris O'Mara



International V8 Block, Holden VN Heads, Chevrolet Crank, Automatic Trans., Air Cond., Power Steering, 4 Wheel Disc brakes - 500 bhp. 2 years work.





Beautifully executed - Plymouth Art Deco / Classic Modern Dials



Custom Tub and Guards - by Chris



THE WORKSHOP



Vintage English Wheel



Holden EJ Ute - Rust replacement metal fabrication



Vauxhall Vagabond Tourer - Unique to Australia



Metal Shaper



**A Work in Progress -
DKW Frame / Ariel Engine / Suzuki Turbo!**



Another Project - De Soto 1929 Boat Tail - ex Cled Davies,



Supercharged highly modified flat 6 engine, Triple SU Carbies.,6500 RPM Capable of 160 MPH. Suspension and tyre mods. Holden Body - body restoration and paint by Chris



My thanks to Chris and Tamsym O'Mara. Ed.

Phillip Island Sprint Meeting - by Rod Thomson - Secretary

On Saturday December 5, 2020, I headed down to Phillip Island for the Marque Sports Car Association sprint meeting for the my first chance to get out on the track since March.



The conditions were perfect in the morning with overcast skies and temperature in low 20's. We managed to get 3 good runs of 6 laps before the rain came mid afternoon and made the track extremely slippery.

The first run was taken cautiously becoming refamiliar with the track and making sure everything was ok with the car after sitting on the hoist for 8 months.

For the second run I got to

lead the field and as I was one of the faster cars in the run group had the whole session lapping without other cars around. The car ran perfectly and I managed a personal best lap of 1.57.7, 1.5 sec faster than my previous best in March.



The third run, try as I might, I could not better my time. When we were lined up for the fourth run, light rain started and by the time we hit the track it was wet and greasy. Despite driving cautiously on the second lap at the exit of turn 2 I managed to spin the car and slide along the grass at the edge of the track. Luckily there was no traffic and no fence so I was able to restart the car and drive back on the track and promptly proceeded to the exit, Didn't want to risk spoiling a great day with another off.



There are a large assortment of cars running on these sprint days, older classic cars, modern cars, clubmans, dedicated race cars and some high performance cars that were in a showroom less than a year ago.



Extract - December 2020 Meeting of the AOMC .

Message from the AOMC

The worldwide environmental movement, which is seeing countries introduce bans on the sale of new fossil fuelled vehicles from as early as 2030, may mean our vehicles and our use of them may be in danger.

Historic Car Movement- Value to the Economy.

- The 2020 FBHVC survey showed a value of **£7.2 billion** to the UK economy.
- It surmised, the value of the movement to the Victorian economy to be approximately **\$1.2 billion**.
- This highlights the need for effective peak body representation to reflect the importance of the movement to Victoria.

Holden Heritage collection embarks on nationwide tour

By [Tom Fraser](#), 07 Dec 2020 Car News (edited)



As the curtain draws in, Holden is embarking on one final farewell tour, with more than 80 of its production The first display set to open in mid-December at the National Motor Museum in Birdwood, South Australia.



That will feature a select few iconic cars including the first-ever Holden 48-215 presented by former prime minister Ben Chifley in 1948, the 1969 Holden Hurricane concept, the one-millionth EJ Holden, the 2008 Holden Coupe 60 concept and the [Efijy design concept](#). Holden has been working hard over the past half-decade to bolster its heritage collection with the help of retired employees from Victoria and South Australia.

“GM is sincerely grateful for the work our Holden Heritage Group of retiree volunteers has done to sort, digitise and safely store many thousands of items relating to Holden’s rich manufacturing and iconic brand history,” said managing director for GM Australia and New Zealand Mark Ebolo. “We are planning to launch a Holden Heritage Collection website next year which will provide enthusiasts with information about the collection, as well as details of where to view the vehicles.”

Beyond these exhibitions, Holden has engaged with *the National Museum of Australia and the Commonwealth Office for the Arts to develop long-term plans for the preservation of the collection*, with a view to make as much of it as possible available to the public. It will be the first time Holden has allowed its entire collection to be released simultaneously for viewing.

Holden Production and Concept Vehicle Collection

National Motor Museum of Australia, Birdwood, South Australia

Concept Cars:

Hurricane
 Torana GTR-X
 Monaro
 Monaro Convertible
 Monaro 427HRT
 Sandman Van
 Utester
 SS-X
 Torana TT36
 EFIJY
 Coupe-60

Production Cars:

48/215 – Holden No. 1
 EJ Premier Sedan – 1 Millionth
 HK Brougham – 2 Millionth
 VC Commodore SL/E – 4 Millionth
 VX Commodore SS – 6 Millionth
 VE Commodore Sedan – 7 Millionth
 VF Commodore SS Redline – Last Australian-made Holden

Engines:

2004 V6 3.6ltr Alloytech First
 2016 V6 3.6ltr Alloytech Last

National Holden Motor Museum, Echuca, Victoria

VF Ute SS Redline – Last Ute	VF Chevrolet SS Sedan	EJ Ute
VF Caprice V – Last Caprice Concept	WB Caprice – Last WB Statesman	VB Commodore SL/E Sedan HJ Statesman

Trafalgar Holden Museum, Trafalgar, Victoria

Sandman Ute Concept	FC Sedan	EK Special Sedan
HR Premier Sedan	VL Commodore Convertible	VZ Monaro CV8Z
VF Commodore Ute 'McQueen'	VF Commodore SSV Sedan Pilot	

Engines:

1948 L6 2.15ltr Grey	1963 L6 2.8ltr Red	1984 L6 3.3ltr Black
1980 L6 3.3ltr Blue	V6 Stop Start – Experimental	GM Rotary – Experimental
V8 5.0ltr OHC – Experimental	V8 5.0ltr Orbital INJ – Experimental	1999 V8 5.7ltr - Sectioned

Shepparton Museum of Vehicle Evolution, Shepparton, Victoria

Colorado Xtreme Concept	VE Sportwagon Concept	Chevrolet Cruze Concept
Chevrolet Adra Concept	Chevrolet YGM Concept	ZB Commodore Cutaway Clay
Chevrolet Camaro LHD	EcoCommodore	VF Magnum Ute Pilot
EV-1	Volt EV	Chevrolet Bolt EV
Buick Avenir Scale		

Engines:

1988 V6 3.8ltr Buick	1995 V6 3.8ltr Ecotech	1996 V6 3.8ltr Ecotech
1997 V6 3.8ltr Supercharged	2004 V6 3.6ltr	2010 V6 3.0ltr Sectioned

Holden Manufacturing Heritage Association, Lionsgate Business Park, Elizabeth, South Australia

Cruze CDX Sedan – Cruze No.1	VX Pontiac GTO 2 Door Coupe	Cruze SRI Hatch
VY One Tonner Ute	Adventra Wagon	VF Chevrolet SS
VF Calais V Wagon	Cruise SRI	VF Chevrolet SS
VE Commodore SS Ute	VE Commodore SSV Sportwagon	

Engines:

1995 V6 3.8ltr Sectioned	2016 V6 3.6ltr Sectioned	Opel L4 2.0ltr DOHC – Sectioned
Holden L4 2.0ltr SOHC – Sectioned	Holden L4 2.0ltr SOHC - LAST	

Winton Motor Raceway, Winton, Victoria

VF Commodore SS Design	LX Torana Hatchback	VX Pontiac GTO 2 Door Coupe
VE Pontiac GXP Sedan	VE SSV Redline Ute	VF Chevrolet SS Sedan Pilot
Camaro L/H Drive Pilot		

Engines:

1968 V8 5.0ltr Red	1969 V8 5.0ltr Sectioned	1988 V8 5.0ltr PFI
1999 V8 5.7ltr Last	2007 V8 5.7ltr & Trans	

National Motor Racing Museum, Bathurst, New South Wales

VB Commodore Sedan Brock	RB Gemini SL/X	1988 V8 5.0ltr Grp A Engine
--------------------------	----------------	-----------------------------

WA Motor Museum, Whiteman Park, WA

EH Special Sedan

Ridley's GM Motor Museum, Bertram, WA

WN Caprice Police Pursuit

Mildura Holden Motor Museum, Buronga, New South Wales

Cross 8 Crewman Design	VK Commodore Berlina	VR Commodore Equipe
VF Calais Sportwagon (Last Wagon)		

Gippsland Vehicle Collection Motor Museum, Maffra, Victoria

48/215 Station Wagon (Cordell)	HQ Premier 25th Anniversary	Chevrolet Bolt EV
VT Commodore SS (2000 Olympics Torch Relay Car)		

Toowoomba Motor Museum Collins Holden Collection, Toowoomba, Queensland

Colorado Concept	SST Concept	Jack 8 Concept
------------------	-------------	----------------

Elfin Heritage Centre, Moorabbin, Victoria

Elfin Clubman (Holden Design)	Elfin Streamliner (Holden Design)
-------------------------------	-----------------------------------

Six Continuation 1958 Vanwalls to be Built

VINTAGE RACECAR ARCHIVES, VINTAGE RACECAR ARTICLES



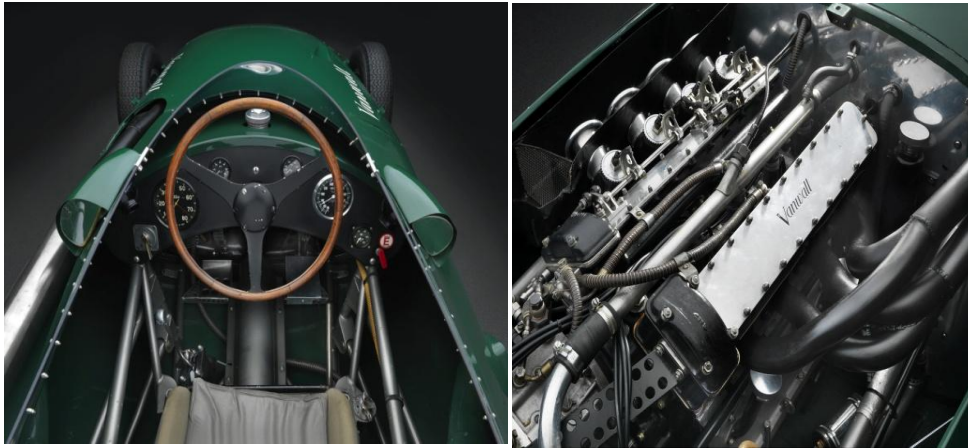
OCTOBER 2020

Vanwall Group, the successor to the legendary British Vanwall motor racing team of the 1950s, has announced the renaissance of the historic name with plans to build six new continuation cars to celebrate Vanwall's six Formula One wins in 1958. Vanwall had already become the first British-built car to win the British Grand Prix with a British driver, with Sir Stirling Moss and Tony Brooks sharing the honours in 1957.

The six victories in 1958 gave Vanwall its eternal position as the first winner of the Formula One World Constructors Trophy. **The 19th October 1958** was the day Vanwall clinched the memorable championship win in Morocco.



Only five of the continuation cars will be offered for private sale, with the sixth car forming the core of a Vanwall Historic Racing Team. Each vehicle will be painstakingly built, over thousands of hours, by historic racing and vehicle restoration experts, Hall and Hall in Lincolnshire, England.



The cars will feature the powerful 270bhp 2,489cc Vanwall engine, all meticulously engineered using original drawings and blueprints. Each hand-built continuation car will be sold for £1.65 million ex VAT.



In its day, Vanwall was a byword in the paddock for innovative engineering, with the **Colin Chapman**-designed chassis complementing the aerodynamics by **Frank Costin**. They pioneered, for example, the use of disc brakes rather than drum brakes in Formula One thus giving a small competitive advantage over the Ferraris.

Announcing the continuation cars, Managing Director of Vanwall Group, Iain Sanderson, said; *“The Vanwall name is too important to consign to history. The Vanwall story is untold to many, but it is a great British tale of innovation and achievement.*

Andrew Garner, Chairman of Vanwall Group and a former Chairman of the Historic Grand Prix Cars Association, concluded, *“I can still remember watching the Vanwalls at Aintree in '57 when I was a boy and had the pleasure of sitting in one at Goodwood. These cars will be fully race eligible and in the right hands will be unbeatable.*

Photos: Peter Harholdt

..

Zero-emissions vehicles should benefit all road users.

RACV has welcomed Victoria's new tax on electric and other zero-emissions vehicles as a first step towards creating a fairer overall user-pays road system. Some critics have claimed the 2.5 cents per kilometre levy on electric vehicles, announced in the [recent state budget](#), will stifle the uptake of zero-emissions vehicles, which already lags behind many other parts of the world.

But RACV senior engineer vehicles, Nicholas Platt, says the EV levy lays the foundation for a fair and efficient user-pays system to replace existing federal and state road taxes. He explains that where motorists driving conventional petrol-fuelled cars currently pay a fuel excise of about 42 cents a litre, which funds road maintenance and infrastructure, electric vehicles avoid the charge – even though they use the same roads.

“As the number of zero-emissions cars on our roads continues to grow, the EV tax will make up for lost fuel excise, so authorities can continue to fund and maintain Victoria's roads,” he says. Nicholas says the inclusion of the new tax in the state budget, which follows South Australia as the world's first jurisdiction to announce a distance-based EV levy, is also an important first step towards transitioning to a broader transport network pricing scheme over time.

“RACV has long advocated for a fairer, more efficient and transparent user-pays system to replace the current network of state and federal taxes”, he says. Such a user-pays system might see the abolition of vehicle registration fees and all road users charged according to vehicle type and the time and distance travelled – with higher fees charged for travel at peak times and on busy roads.



Victoria's new 2.5 cents/km EV charge will apply to electric and other zero-emissions vehicles, including hydrogen-powered vehicles, while a 2.0 cent/km charge will apply to plug-in hybrid-electric vehicles from July 2021.

The charge means EV drivers travelling 15,000 kilometres a year will pay \$375, which is less than the fuel excise paid by owners of many petrol or diesel-fuelled vehicles. A Toyota Camry driver, for example, using 8.3 litres of petrol per 100 kilometres, would pay an estimated \$526 a year in fuel excise, while a Toyota Corolla driver, using six litres per 100 kilometres, would pay about \$380 in excise.

“The technological shifts we’re seeing in the car market are good for consumers and the environment, but they are also going to **significantly undermine the federal budget and its reliance on fuel-excise revenue to fund transport projects,**” he says.

“The federal government must step in and ensure tax changes are nationally consistent, equitable, and progressed in a manner that does not cause a disincentive to technological transition.”

Regenerative braking explained By [Daniel Gardner](#), 01

Oct 2020 Car Advice



Here's how regenerative braking saves fuel and battery power, and why hot brakes are nuclear powered. *As electrified vehicles become increasingly commonplace, so too will 'regenerative braking' and you can expect to hear about the technology more and why it's so important and integral to every hybrid and electric vehicle on the market.*

Regenerative braking is one of the key advantages an electrified drivetrain has over a purely combustion-powered equivalent as it enables the car to save energy that would otherwise be wasted by, as the name suggests, 'regenerating' electrical power.



But that heat was once energy you [paid for at the fuel bowser](#). The fuel was taken from the tank, burnt in the engine, used to turn the wheels and move the car, so when the brakes generate heat there's nothing more you can do with it. It is, quite literally, waste. Wouldn't it be good if there was another way? Well, there is.

Harnessing braking energy: Generating electricity is hard work. That's why power stations need vast resources of energy to power their turbines. Whether it's coal, [wind](#) or some other form of energy, lots of it is required to spin the generators.

It's exactly this principle at the heart of regenerative braking. Instead of simply forcing friction surfaces together, regenerative braking **uses the inherent resistance of an electric generator to slow the vehicle when it is producing power.**

And the best part is that the function needs no significant extra hardware to perform the trick. EVs and hybrids are fitted with [conventional friction brakes](#), but when you press the brake lightly the discs and calipers do nothing. Instead, the same motor that's used to turn the wheels is temporarily repurposed as a generator and instead of using electricity, it produces or 'regenerates' power and the effect slows the car. This freshly generated power is sent back to the [battery](#) where it can be used to accelerate the vehicle once again.

Some systems even start the regeneration earlier, without having to press the brake pedal and simply lifting off the accelerator starts regeneration. Many manufacturers call this 'single-pedal driving', since the brake pedal is not required to slow down during almost all normal driving.

It takes a little getting used to but the aggressiveness of the effect can be adjusted.

There are, of course, losses in the regen process, but recapturing even a small amount of the energy that either powers the engine in a hybrid or charge the battery in an EV is more efficient than wasting it with conventional brakes.

Hub motors have great potential by locating the motor inside the wheel and removing the need for a transmission. Of course, regenerative braking has its limitations, but when the motor has applied all the force it can, normal brakes are ready to step in and lend a hand for maximum deceleration.



Regenerative braking bonuses: It's fairly obvious that if you are reducing the amount of energy wasted by normal brakes, the effort put into moving the vehicle will go further. That means hybrids will get more mileage from a tank of fuel and an EV's battery charge will last longer – particularly if the car is used in lots of stop-and-start driving, when the regen effect is most frequently used.

But if a vehicle is being slowed down by a reversed electric motor, demand on the conventional brakes is drastically reduced. Many service centres report that EV and hybrid braking systems often appear almost new and that means longer brake life and lower maintenance costs.

CLUB MARKET.

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

Club Permit (Red Plate)

FORM (Below) 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.



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.....

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?

Shift it!

gearshifter.com.au





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

Mike Doolan Automotive LMCT 8825

We have delivered quality servicing and mechanical repairs to our many satisfied customers for over twenty five years.

Most makes and specialising in European Vehicles. 134 Creek Street Bendigo
Service 5441 2088 Mob. 0417 386 730 Email: mikedoolanproton@netcon.net.au

