

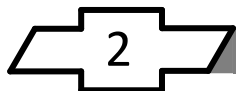
# *The Hot Ones*

*August 2020*



**Official Newsletter of the  
55-56-57 Chevrolet Club of Victoria**





# Committee 2019 – 2020

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## *Membership*

**Full membership** to the 55-56-57 Chevrolet Club of Victoria requires that you own a Chevrolet vehicle (of any year or model) and attend three meetings or club outings before becoming a "Full Member".

**New membership fee** is \$85 - new members receive a club polo shirt, stubby cooler and car club sticker. Renewal fees are payable at the August meeting and are currently \$60 per year, for both metro and country.

**Associate Membership** is open to those who do not currently own a Chevrolet but would enjoy our Club and its activities.

## *Meetings*

First Wednesday of every month. (No meeting held in January) Starting time is 8:00 pm.

The Pines Learning Centre. 520 Blackburn Road, East Doncaster. Melways reference: 34 / D5

(The hall is directly behind the Pines Shopping Centre & The Pines Learning Centre is clearly sign posted)

## *Bank Details*

Bank, CBA, Branch, Clayton (Vic)

Account number: 10087066

BSB: 063 121

## *Club Address*

Address for club correspondence is: 55-56-57 Chevrolet Club of Victoria, PO Box 423, Hastings, Vic. 3915

**Website:** [www.567chevclub.org.au](http://www.567chevclub.org.au)

**Information:** [info@567chevclub.org.au](mailto:info@567chevclub.org.au)

# Presidents Report

## G'day Members

Welcome to stage 4 restrictions, looks like we won't be doing ANYTHING for a long time yet! Not allowed out after 8pm, can't go 5 kilometres from home, need a letter from your boss to travel for work – that's if you've got a job to go to. Shops shut, schools closed lucky "we're all in this together"! And what at the end of this lockdown – there won't be a miracle cure for a long time so where to next? Who knows where will be in at the end of all this and what will be still around.

In July the iconic Caribbean Market announced it is closing after about 50 years, opening in the 70's it has had over 40 million visitors. Covid-19 forced the suspension of the market for the very first time in its history and unfortunately it is unviable to reopen it. On the car scene Euroa Show n Shine due in October has been cancelled along with Historic Sandown in November. This time last year a few of us were getting ready for a trip to the USA for some car fun and the SEMA show in Las Vegas, luckily it was last year and not 2020. It seems that this years SEMA show is still going ahead, anyone who has been to it would be baffled (like me) as to how you can have 10's of thousands of people in one area and social distance. Only in America! Speaking of Vegas it is slowly reopening some of the resorts and casinos after 90 days shutdown.

The club trailer (yes, THAT trailer!). After a desperate call from Rowie that the trailer had to go as he needed his space back it was relocated to my place, now my shed is a cramped mess, thanks Rowie! It was in a pretty sad state when it arrived, including losing a wheel on the freeway on the way – at least one bit was shiny! It had been unloved and to a few different places over the years, but after 3 weeks is starting to look good. I might even do a bit of a story on it next month when it should be gleaming.

We now have printed members cards, due to no face to face meetings happening we will get them posted out to you as soon as we can. Members with club plates are a priority so they can have proof of membership for the authorities if required, that is when we can go more than 5 km's!

As usual we will keep you up to date with what isn't going on, keep safe and I hope you are still working as best you can in the current environment.

Stay safe and in good health.

**Cheers Steve**



The dinosaurs at Peggy Sue's diner along I-15 near Barstow do not want to go extinct again, this time from a pandemic.



As Las Vegas reopens even the statue of Caesar out the front of Caesars Palace is

# Meeting Minutes

Hi Members,

With the current restrictions regarding gatherings our meeting room is still closed. Consequently there will be no July general meeting tomorrow night (Wed 05/08).





# Letters From The Editor

Hi everyone,

Well, here we go again back to the start, lets hope that this time around our Government get it right.

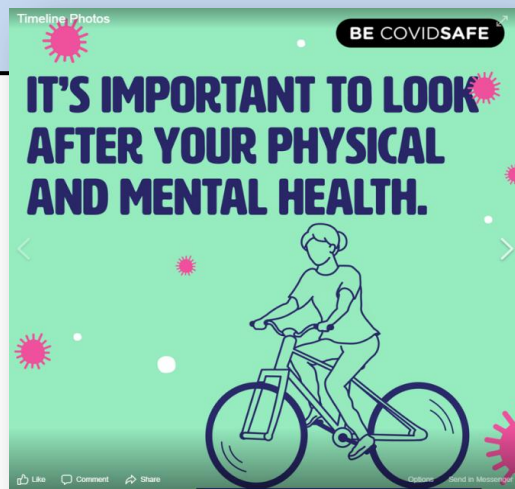
This month we feature Nick and Kaye Duyvestyn 57 - 2 door sedan Bell Air rebuild. Congratulations to you both for the restoration.

To Jeff Wilson, Tim Perrin, Nick & Kaye and Steve Peterson. Thank you for your contribution to this month edition.

Cheers

John

Drive carefully, stay safe and look forward to seeing everyone soon.



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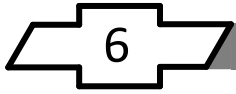
## Newsletter Advertisement

\$70 for ¼ Page

\$100 for ½ Page

\$140 for Full Page

\*Advertisements are for 1 year. They can be altered or changed prior to the newsletter going to print



## *LOIS'S LINES*

Well here we are again all locked down. Is this ever going to end? I hope you are all coping as well as can be. Steve & I are lucky as being both retired this is really not affecting us much at all. Steve has his shed with lots of unfinished projects & I have my sewing & plenty of garden to look after. However I do feel for all that are out of work. That is the tragic part of all this. All those businesses that won't reopen, our fabulous city will never be the same.

I want to thank all our members that have promptly paid their fees. The response with me posting out reminder letters has been really great. If at any time a member is finding it hard to pay please remember you can contact me & your situation can be reviewed. We still have a few members that haven't so please do so asap.

Let's hope we can all be together again soon. We will try to make up for lost time & give back to the members.

Our sympathy goes out to the Desira family on the loss of David's father. We all have to go through this in our lives & know that this is not an easy time. This is when we need to remember all those wonderful memories we have of our loved ones.

Stay warm during this cold spell & on a positive note it's only 4 weeks until Spring starts.

*Cheers Lois*

## NICK & KAYE 57 – 2 DOOR SEDAN BELL AIR REBUILD

We bought our Chev in November 2010. We also own a 65 Mustang coupe and a 1938 Ford Coupe. Brother Bill had his lovely 56 2 door sedan and Kaye and I both liked the look of the tri-fives so when the 57 became available we did not think long before making an offer on it. It then became her car and she took over the decision making process for the colours, upholstery etc.

It was driveable but the body was in undercoat and all of the trim and windows had been removed. It is a California car and had been registered up till the end of 2008. There was rust in parts of the floor, some damage in the left rear quarter and other minor bits of damage which would require repair.

We pondered whether to convert it to right hand drive but having previously owned a left hand drive car, and looking at the potential effort to convert it, we decided to leave it as was. Early on we purchased a Vintage Air unit off Rohan Hutson and a Dakota Digital dash off Glen Rulach.

Our initial thoughts were to replace the front floors, repair the rear quarter, paint underneath and put a budget coat of paint on to give us a family cruiser that would also be a tow car. The mechanicals seemed good so no plans to change. It appeared that a lot of mechanical work had recently been done as the ball joints and rubbers all looked new, as did the front rotors and calipers. As I said that was our initial thoughts.

The first step was to take the body off and put it on Dave Hall's rotisserie. We stripped the chassis, cleaned and prepared it at home and Kaye then applied POR 15 Grey to it, and she also painted the motor and auto in POR 15 Engine Black. It appeared that a 350 crate motor had been put in along with a TH350 auto but they showed little evidence of use.





## NICK & KAYE 57 – 2 DOOR SEDAN BELL AIR REBUILD

A new rear cross member and shocker mount was fashioned by Bill.

The body then went to Bill's place for new front floors, rear boot section and rear quarter repair. A sedan rear door section and a new lower quarter section saw the body repair done. Back home then for cleaning prep and POR 15 Black to the floors both in and out, and under dash and boot. The body was then put back on the chassis prior to being stripped of paint.

The body was then delivered to Creative Custom Cars in Dromana for repairs, prep and paint. Kaye and I spent lots of hours there helping with the cleaning and rubbing back. During this time, any thoughts of a budget job were well and truly thrown out the window.

After paint, the assembled car went back to Bill's for the creation of a custom wiring loom, installation of the Dakota Digital Dash , Vintage Air, new brake lines, fuel lines and engine accessories.

It was now able to be driven and came back home for the installation of glass, trims interior etc before a trip to Dave Hall for the stainless exhaust and Towbar. Kaye had painted the extractors with a silver exhaust paint. While the car was still at Creative, the original rear insert and stainless trim had been fitted, but the more we looked at it, the less we liked the quality of it. Several people suggested the idea of Air brushing and after getting a quote to have it done and finding that it was comparable to buying new.





## NICK & KAYE 57 – 2 DOOR SEDAN BELL AIR REBUILD

parts, we went down that path. The custom painting turned out fantastic and we have no regrets in going that path. While this was being done and windows were fitted, the upholstery was also made up and installed. A new hood lining and sun visors were supplied by Ciadella. From ordering to deliver at our front door took less than a week. The original seats and new door cards were covered in cream leather.

The boot trim and panels were all done at home by Kaye.

It was finally ready for registration in March 2014 and while driveable, gave us a series of problems resulting in the purchase of, a new fuel tank, two new fuel pickups, electronic distributor and 3.08 diff to replace the standard 3.36. One of our first outings was to tow our caravan to the Hot Rod Nationals in Newcastle. This event was plagued with rain and the car spent most of the weekend under a cover and surrounded by a sea of mud.

The car has featured in the Victorian Hot Rod Show twice, once on the Bay Rodders stand when it took out Top Custom Classic, and once on the Chev Club Stand.

We also took it to Sydney for Motorex in 2015. Although it did not win anything, it was a fantastic experience that we thoroughly enjoyed.

6 years on we now have a beautiful cruiser which has also earned a number of awards. It has done nearly 30,000 klms and a lot of them have been with a caravan behind. A couple of years ago we did up an older van to use when we attend car events.

For the techos,

Motor 350, auto TH350, diff Standard 3.08, front brakes Camaro with 305mm rotors, rear standard.

It was dynode at Chev's in Seaford when the new dissy went in and made 220 HP at the rear wheels.



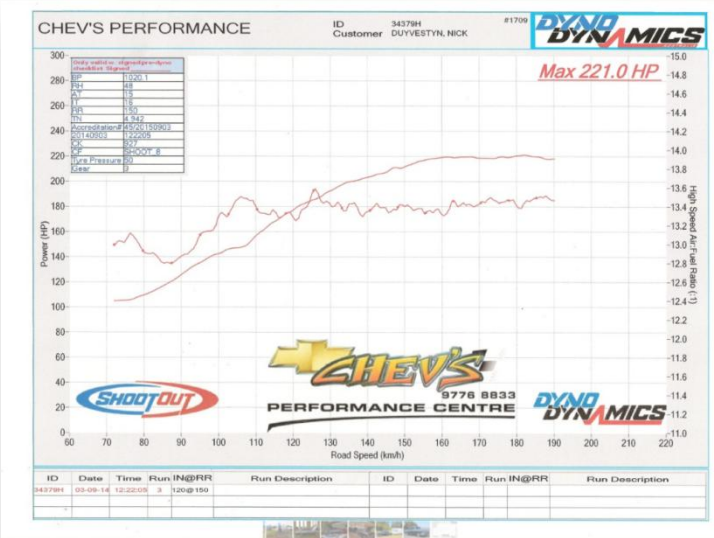


## NICK & KAYE 57 - 2 DOOR SEDAN BELL AIR REBUILD





# NICK & KAYE 57 - 2 DOOR SEDAN BELL AIR REBUILD





## 1969 HDT MONARO – TIM PERRIN

Those of us who keep an eye on the collector car auction scene will no doubt have seen the recent Lloyds auction of the 1969 Holden Dealer Team Monaro known as 57D. I first became familiar with this car and its former owner Rob Coulson about ten years ago; but before a review of this car's origins and life a little historical background is warranted.

In 1968 Holden launched its new HK range which included a ground breaking two door coupe christened "Monaro". For the top of the range Monaro 327 GTS Holden raided Chevrolet's parts bin for the 327 V8, Saginaw four speed gearbox and ten bolt differential. Development was spurred by Holden management having decided to make an exploratory foray into Series Production racing with their new 327 GTS, thereby challenging the dominant Falcon GT competition. However there was a problem, General Motors had a global ban on motor racing so some subterfuge was going to be required.

In order to mask their participation Holden had David McKay a journalist and owner of the Sydney based Scuderia Veloce racing team establish the Holden Dealer Racing Team. With the provision of financial and other material support through Holden and a number of dealers three GTS 327s were entered by the Holden Dealer Racing Team for the 1968 Hardie Ferodo 500. These cars were all registered in the name of GMH and like many competitors were driven to and from Bathurst. Fortunately for Holden after six hours and forty four minutes of racing Monaros filled the first three places with the nearest Falcon finishing a distant seventh.

Encouraged by this success Holden management decided to continue their racing involvement, but for a variety of reasons elected to part company with David McKay and Scuderia Veloce. Consequently Holden were in need of another means of disguising their motor racing activity. In a stroke of good fortune Ford had decided to dispense with the services of their long term motorsport manager Harry Firth, so Holden swooped and the Holden Dealer Team was born. Ironically, the HDT was to operate for almost a decade out of Firth's workshop in Queens Avenue Auburn, which had formerly housed the Ford Works Team.



Photo of 57D with gent standing beside is Joe Felice formerly head of motorsport for GMH.





## 1969 HDT MONARO – TIM PERRIN

For 1969 the fledgling Holden Dealer Team built four HT 350 Monaros with the cars being supplied by various Holden Dealers around Melbourne. 57D was supplied by Campbell Motors in Preston and was the first to be raced by HDT as a single entry for the Sandown 300 on September 21st 1969. The Sandown 300 was eagerly anticipated with the Holden and Ford heavyweights locking horns in a precursor to Bathurst which was just a little over two weeks away.

Of course Harry Firth was anxious to make a good impression on his new Holden masters and show up the Ford competition under their imported American team manager Al Turner, sadly history records that it was not to be a happy day for Holden and the HDT.

Firth had selected two of the country's top drivers in Spencer Martin and Kevin Bartlett to drive the new Monaro. Initial practice results were good with 57D setting second fastest practice time to secure a position beside Allan Moffat on the front row of the grid. At the flag fall with Spencer Martin at the wheel the Monaro held station in second position before being passed by Fred Gibson in a Falcon at around the twelfth minute.

Maintaining third place Spencer Martin continued to circulate for the following half hour until around the forty fifth minute when things went seriously wrong. Approaching Shell Corner at the end of Sandown's main straight at over 100 mph Spencer applied the brakes only to find the peddle went to the floor with speed unabated. Being well experienced Spencer knew that a head on collision with the armco at high velocity was to be avoided at all cost. Jamming the gearbox down to third and hauling on the handbrake the Monaro jumped the armco backwards tearing out the petrol tank and starting a large fuel fire.

With the doors jammed closed Spencer had to exit to safety out of the driver's side window. The fire was quickly extinguished and upon examination damage to 57D was for the most part superficial. However, a most inauspicious start for HDT with Holden demanding to know why things had gone so spectacularly and publicly wrong. Back at HDT headquarters the pressure was on to determine why the brakes had failed and ensure that the problem did not reoccur at Bathurst. Ultimately it was determined that a simple brake pad mix up had occurred during practice with road pads being installed rather than race pads. After some forty five minutes the road pads had wilted under the pressure of racing causing the brake fluid to boil.



## 1969 HDT MONARO – TIM PERRIN

To further assist braking at Bathurst homologated changes were also made to the panel under the front bumper to direct air onto the brakes and slotted wheels employed for additional brake cooling. Of particular significance an examination of the engine disclosed scoring of the bores and a chrome moly piston rings were subsequently adopted by HDT for their race engines.

There was no time to repair 57D before Bathurst and the three other HDT Monaros were duly entered for the 1969 race. No doubt to the relief of Firth and Holden a HDT Monaro secured first place with Colin Bond and Tony Roberts whilst Des West and a young Peter Brock having his first drive for HDT finished third. By Bathurst 1970 the Torana XU1 had become Holden's front line racing car and the Monaro era ended with victory in both 1968 and 1969.

57D was subsequently repaired and sold within the internal Holden tender system in May 1970 to an employee, Tony Connelly for \$3,205. In 1999 Rob Coulson persuaded Tony to sell him the car which then underwent a light restoration back to its 1969 specification and livery. Rob was an enthusiastic owner enjoying and showing 57D regularly until 2017 when he made the difficult decision to sell. The car was listed for auction by Lloyds and after an intensive marketing campaign was knocked down to a successful bidder in Queensland for \$500,000.

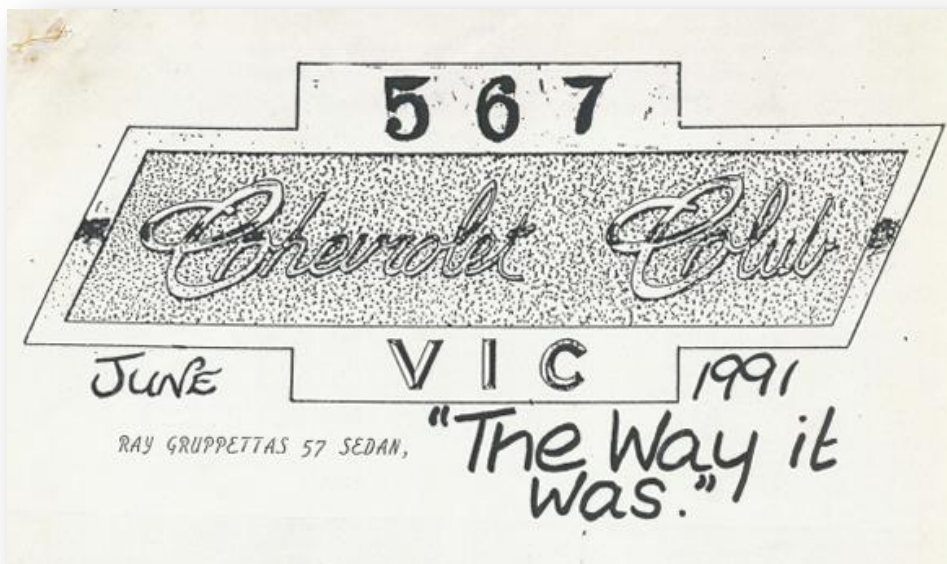
Then in June of this year 57D was offered to the market again by way of auction through Lloyds. Despite Covid and global uncertainty the Monaro sold for \$715,000 underwriting the strength of the collector car market.

The other three HDT Monaros seem to have disappeared following their disposal by HDT. Certainly one went to Bob Morris and another to Laurie Nelson and these continued racing into 1970 and beyond. However one of the cars, claimed to be 43D the Brock/West car from Bathurst, was auctioned through Graysonline in 2019. Despite extravagant claims by Greys there is a significant cloud hanging over this particular Monaro with experts pointing out that the body shell is from the wrong plant to be an HDT car and the three ID tags do not match each other or the specification of the HDT cars. A true case of buyer beware, perhaps reflected in a sale price of \$450,000. Still a considerable sum but well short of the sums achieved for 57D which has a clear and undisputable pedigree.





## DOWN MEMORY LANE, ARTICLE FROM CLUB NEWSLETTER 1993



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OLD CARS NEWS &amp; MARKETPLACE

### Australians enjoy Chevrolets, too

Collecting, restoring, and modifying Chevrolets isn't a hobby restricted to residents of the U.S. Overcoming the hardships of a scarcity of the more desirable models, high cost of converting U.S.-built models to right-hand drive and importing parts for restoration seems to make Australian enthusiasts even more avid fans.

Nearly 100 entries turned out at Winton Raceway, about 100 miles north of Melbourne, Australia, for the second Australian Classic Chevy Convention in January, mid-summer in the southern hemisphere.

The host club, the '55-'56-'57 Chevrolet Club of Victoria, opened the convention to all Chevys. The raceway site afforded opportunity for the owners to test their cars' performance. Besides one-eighth mile drag races there were go-whoa, burn-out, and spear-a-spud events.

A show and shine on the racetrack both

Saturday and Sunday morning attracted several newly restored and modified cars. Judging was simplified in that the 10 best cars were selected (with five runners-up) rather than being categorized by body style, original or modified classifications.

Raeleene Howarth's two-tone blue 1956 210 hardtop coupe with a continental tire kit and Mark O'Brien's low-mileage 1965 Impala SS with 396-cid power were among the restored vehicles making the top 10 list. Peter Johnston's restored 1939 coupe was a winner of a runner-up "encouragement" award.

General Motors sold locally assembled Chevys in Australia until 1969, but most were four-doors. However, a number of coupes, two-doors, convertibles, Nomads, and Corvettes have been imported from the U.S. and converted to right-hand drive to meet Australian regulations.

Mark Scicluna in his blue '57 sedan



The coupe utility, or ute, was built in the Chevrolet line until 1952, after which the model was built only in the GM-owned Holden line. Ian Shultz owns this beige 1948 model.

June 10, 1993



Karl Wakartshuk's 1957 150 station wagon is powered by a modified six-cylinder.

turned in a time of 8.104 seconds to post the fastest one-eighth mile time of the day. To make the spear-a-spud event more difficult, it was done in reverse — drivers had to back through a series of "garages" and spear a potato in each garage.

The idea of the go-whoa is to be the quickest to reach the end of a 100-yard course and stop on the line. Les Parker was the best classic owner in this event in his '56 sedan. Alan Weiland was the best of the rest in his primed '39 sedan, while Shirley Doidge won the powder puff section in her '41 sedan.

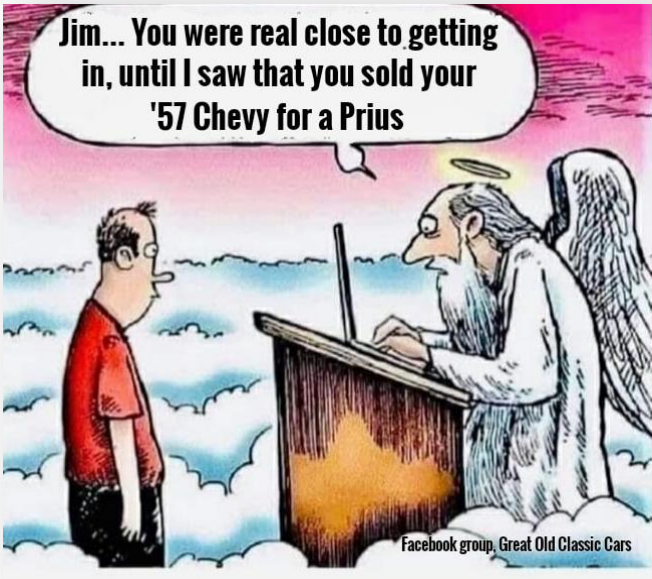
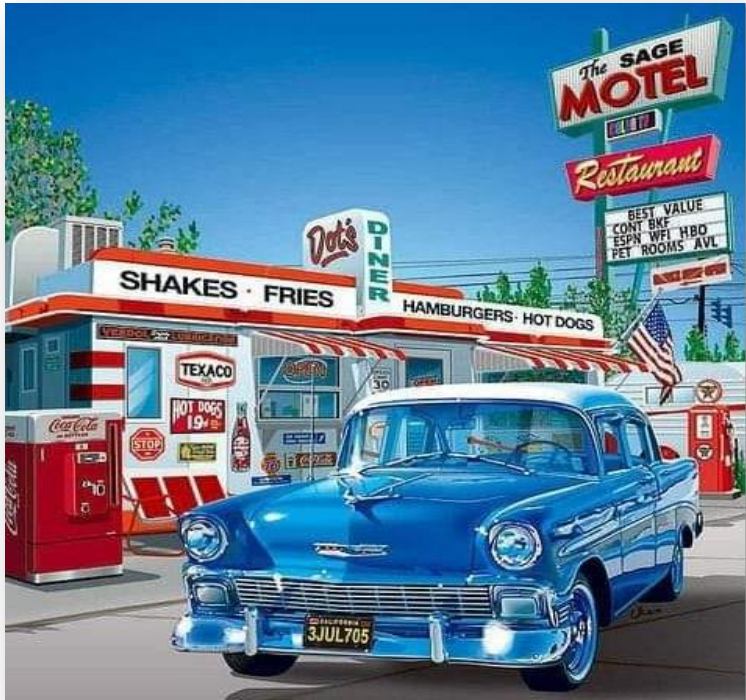
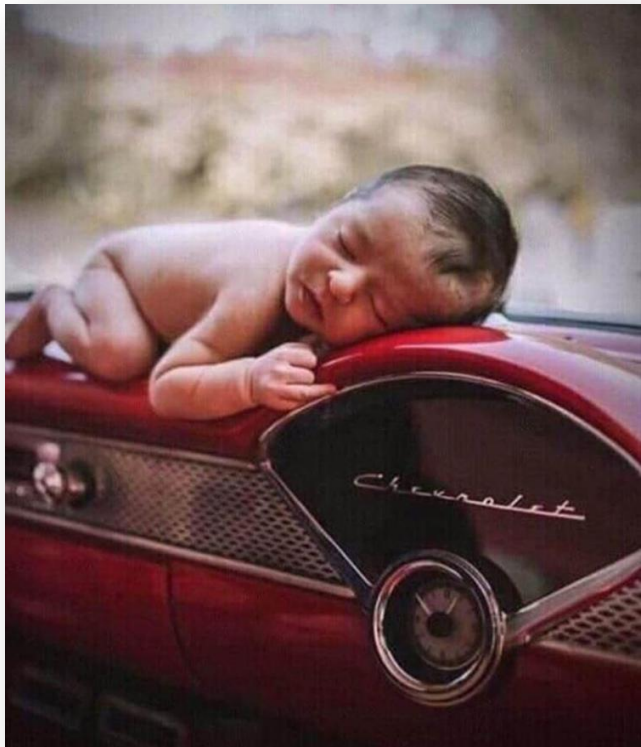
The burn-out features tire-frying action that proves Australian enthusiasts don't use their cars' rarity as an excuse to baby them. Steve Peterson in his 1957 sedan won the class for classics, and Alan Weiland became a double winner in non-classic class with his '39.

-Des Kelly reporting

### Things that can only happen on the Great American Race — and do!

Rossie "The Lone Racer" Morris, Albuquerque, N.M., did his own navigating in a one-seater 1926 Ford racer. He accomplished that by mounting a clipboard to hold course instructions on the steering wheel hub, holding them down with a big rubber band. When the elastic broke at 50 mph, Morris never missed a lick. Holding the instructions down with one hand, he used the other hand and his teeth to tie a knot in the rubber band, steered the racer with both knees, and zeroed the leg! That part was easy, said Morris, "What worried me was getting hit by a bug or a bird, which would have seriously deterred my innovative, pseudo-engineering problem solution."







## TRIVIA

Here is a list of 10 questions for the trivia quiz.

**Q1,** In what year did Louis Chevrolet build the first Chevrolet prototype car.

**Q2,** In what year was General Motors formed.

**Q3,** The Oaklands brand was changed to what brand name car.

**Q4,** In what year did Chevrolet offer it's first convertible option.

**Q5,** What was the Blue Flame 6 engine originally known as.

**Q6,** During WW2 Chevrolet produced aircraft engines, what was the name of the engines.

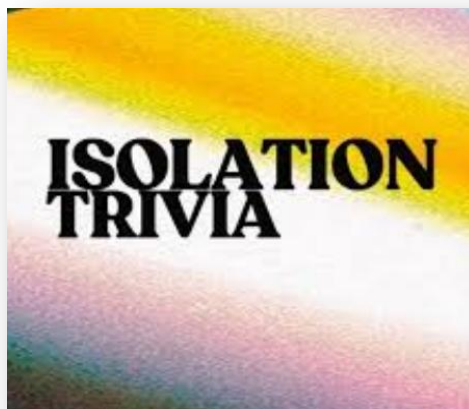
**Q7,** In what year was the first Power glide transmission manufactured.

**Q8,** What term was used to describe the all new body styling released in 1955.

**Q9,** In 1956 a Sport Sedan Hardtop clocked the fastest time up Pikes Peak, what was the time.

**Q10,** In 1957 Chevrolet offered the option of the Rochester mechanical fuel injection system on the 283ci motor, for Corvette models, what was the extra cost for this option.

Answers to be published in next month news letter.



# MORE OF DOWN MEMORY LANE, ARTICLE FROM CLUB NEWSLETTER

## BLAST FROM THE PAST

OLD NEWSLETTER FRONT PAGES





## CLUB PERMIT SCHEME PROPOSED CHANGES



**Dear Club representative.**

The Association was recently advised by the Victorian Department of Transport of the

proposal to make interim changes to the Club Permit Scheme.

The scheme carries the requirement for a ten year review cycle, due in 2020, but owing to restrictions caused by the COVID pandemic it has been decided to delay the full review for twelve months and introduce some interim proposed changes to the scheme that would come into effect in October of 2020.

The proposals seek to add controls to the clubs in the manner of how they operate the scheme for their members, making sure that only safe vehicles are admitted and providing the ability to regulate clubs that are not complying with the permit requirements.

It seeks to ensure that vehicles requested to be inspected by Vic Roads are presented for inspection, and VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

For vehicles entering the scheme it would be a requirement that an appointment is made with Vic Roads for the application to be processed. A fee of \$19.00 would be payable, this would ensure that an operator with appropriate knowledge, would process the application and should save time for the applicant.

It is proposed to levy a fee for the supply of club permit plates. The costs for either 45- or 90-day permits are to be pro rata of a standard registration fees for a light vehicle. Slimline plates will be made available at the same cost as full registration slimline plates.

An offence entitled "failure to complete logbook" would be introduced at a lesser financial cost than the current driving an unregistered vehicle infringement notice.

Finally, it will see the definition of commercial use clearly defined as this is seen as a serious issue.

For the management of the scheme, and the ability to transfer permitted vehicles upon the death of the permit holder will be allowed under the proposed changes.

The Association of Motoring Clubs is requested to seek the opinion on these proposals from its member clubs and forward such information to the Department. Timelines are short so we seek your co-operation in providing this information to the appropriate club officials and returning your club's position on them without delay. Please email your club's response to [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au) as soon as you can.

In conclusion the much of the proposed change appears to be directed to ensuring that vehicles on the scheme are safe to operate on the roads, while the definitions relating to the operation are long overdue. Additional fees are unfortunate, but probably in line with community expectations.

We have the best club permit scheme in Australia so let us ensure that any planned modifications enhance the existing arrangements.

**Iain Ross**  
**President. AOMC.**

**The Victorian Department of Transport is in the process of making interim regulations for commencement in October 2020.**

### **Background**

Interim regulations are being made for 12 months from October 2020 due to Covid-19 and an inability to conduct a full and formal consultation process including the release of a regulatory impact statement. These regulations will be remade in 2021. On this basis, an exemption has been received from the Premier to delay the remaking of the 2009 regulations for a further 12 months.

**It is re-iterated that these are proposed regulatory changes only and no decision has been made on their final form.**

Changes are proposed that would increase accessibility and clarity of the regulations

- Consistency of terminology
- Consistency for references to time periods to provide certainty as to due dates
- Clarification to be explicit about when a fee is Payable
- Examples include:

Time period descriptions: All references to time periods have been aligned for consistency. Time periods have also been updated where appropriate to allow tangible date for requirements (e.g. 28 days from the date of the notice as opposed to 28 days from the date the person receives the notice).

Terminology: Introduction of new terminology to ensure that information required about registered operators and vehicles is consistent across all relevant regulations.

### **Club membership requirements**

In order to be issued with a club permit, a person will only be required to be a member of an approved car club

### **Conditions for approved clubs**

VicRoads now has the ability to apply individual requirements or conditions on an approved club.

### **VicRoads appointments for the issue of a club permit**

Pre-booked paid appointments will be required for all new club permit applications

### **Club permit general conditions**

A vehicle issued with a club permit can only be used for social, domestic or pleasure purposes (not commercial purposes)

### **Membership requirements**

Regulations currently state that persons must be a "financial" member of a club.

The proposed regulations stipulate persons only need to be a member of a club to be issued with a club permit (clubs can define what this means e.g. Financial or not).

### **Conditions for approved clubs**

The current regulations do not permit the application of specific conditions to individual clubs. The proposed regulations will permit conditions to be imposed on individual clubs.

**Continued next page.....**



.....Conditions may be imposed where clubs are found not to be operating in line with the certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is intention of the club permit scheme.

VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

#### **Appointments for the issue of a club permit**

There is currently no option to make an appointment for this specific transaction. Persons are required to attend a customer service centre and wait in a queue. Under the proposed regulations persons are required to make an appointment, with a fee payable of (\$19) as it is a specialised transaction. This provides efficiency for both the customer and VicRoads.

#### **Club permit general conditions**

The current regulations do not specifically define use. The proposed regulations define their use as for social, domestic and pleasure purposes and will not permit the use of permitted vehicles for commercial purposes.

#### **Club Permits**

- Permanent and temporary operating conditions
- Club permits may be issued with permanent and temporary operating conditions when the vehicle does not comply with standards. Requirement to advise of change of details
- Permit holders must advise of any change of details within 14 days

#### **Permanent and temporary operating conditions**

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme.

It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate.

#### **Requirement to advise of change of details**

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

#### **Permanent and temporary operating conditions**

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme. It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate

#### **Offence for not completing logbook**

It is not currently an offence to not complete the logbook however Victoria Police has the power to issue an unregistered vehicle infringement fine (\$900). The proposed regulations introduce a specific offence for not completing the logbook (at the start of a journey) and offenders will be issued with a "Failed to complete logbook" fine (approx. \$165). Rationale for introduction is that club permit holders must use the permit within its conditions, but it is not as serious offence as driving an unregistered vehicle.

#### **Suspension of Club Permit**

A club permit can also be suspended if the permit holder fails to present the vehicle for a required inspection

#### **Club permit number plates**

- The issue of a standard club permit number plate will now incur a fee.
- Introduction of a slimline club permit number plate.
- Reassignment of club permit for deceased estate

#### **Reassignment of a club plate**

A club permit can be reassigned to the spouse/ domestic partner when the permit holder is deceased

#### **Rationale**

##### **Suspension of club permits**

Currently VicRoads cannot suspend a permit for the reason of not presenting their vehicle. The proposed regulations permit suspension for this reason. In this instance, suspension occurs as the car may be illegally modified and it is now a safety risk e.g. Inserted an inappropriate engine (size), lights are not adequate, vehicle is outside standards

##### **Club permit plates**

Introduction of a fee for supply of club plates.

Standard Permit Plates: Proposed change to the regulations aligns with the issue of standard number plates for registration and the principle of cost recovery. These plates have been free to date. Applies to new plates only (\$38). This is based on cost recovery and aligns with the cost of standard number plates for registration.

The fees for permits are proposed to change to be aligned with a pro rata of standard registration fees for a light vehicle. A 45 day permit is proposed to be \$38.70, and a 90 day permit proposed to be \$77.40.

**Slimline:** Proposed change to the regulations provides for the introduction of a new product that has been requested by the club permit holders for some time. Cost for these plates aligns with the cost of a slimline black number plate. (\$150)

**Reassignment of permit:** This is not possible under the current regulations. The benefit of the proposed amendment is that a spouse/domestic partner can now be reassigned the permit but will need to meet criteria such as being a member of a club.

**Note:**

**These changes remain subject of Ministerial approval.**



# VACC Bulletin received from the AOMC

## BULLETIN Industry Division



Reference No: Blitz/jk-05-20

Date issued: 27/05/2020

### Victoria Police Blitz on illegally modified vehicles

Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

#### What's Happened

Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/ VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their P's.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a roadworthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the roadworthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the roadworthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the roadworthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to provide evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

### Road Safety (Vehicles) Regulations 2009

#### Chapter 2 regulation 21 (3)

(3) person who modifies, or adds components to, a vehicle must ensure that –

- a. If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
- b. For a heavy vehicle –
  - i. The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
  - ii. The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
- c. For a light vehicle-
  - i. The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No.14; or
  - ii. The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

#### Chapter 6 regulation 233

#### It is an offence to substitute equipment on a tested vehicle.

If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle.

Penalty: 5 penalty units

I am aware of multiple instances where a vehicle has been altered after a roadworthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defense should you be investigated.

**John Khoury**  
Industry Divisions & Policy Advisor

## Wanted/Buy/Sell

### SELL:

350 C.I. SBC. Good running engine, 25,000km.  
Contact: Michael Kendall. 0408 997 497

**Wanted:** tall deck (10.2" deck height). Big Block  
Chev engine. 502 cubic inch or bigger.  
Contact: Barnsey 0402 082 685.

**Wanted:** 5,6,7 RHD steering column & steering box.  
Contact: Ross Anderson 0438 557 704.

**Buy:** HT Holden disc brake front end.  
\$100:00.  
Contact: Chris 0430 222 755

**Buy:** 5,6,7 Bench seat, any condition. Contact Ian Barnes 0402 082 685

**For Sale:** Set of extractors suit SBC, new not used, 1-3/4 primaries into 2. \$250 the set.  
Jeff Wilson, 0475 609 961.

**For Sale:** 1957 Nomad project. Complete car, all stainless good, have import papers, ring for more info Ed 0418 395 452

**WANTED TO BUY:**  
327CI Large Journal crankshaft (1968-69)  
Contact Sean 0425 828 333



HEI Dizzy Text  
Brand New JECS HEI Distributor & Coil. Never been used. \$50 for club members only.

Nomad Exhaust Text

Exhaust system ex my '55 Nomad. VG condition with Flow master mufflers.

Will need some work to fit any car. Free to any club member  
Call Alan on 0417389114



# Merchandise

**Base Ball Jackets:** Black with dark grey stripe around collar and sleeves- \$140

**Layer Jackets:** Black with front embroidered - \$80  
Black with front and back embroidered - \$95 >New!!!

**Rugby tops: Adults** - Navy (red for ladies) with Denim Collar - \$55  
" " **Kids** - Navy or Red with Denim Collar - \$40

**Polo Shirts:** Black with Bow-Tie emblem on collar & sleeves - \$30

**Ladies Club Shirts** in Mid-Blue available in short or ¾ sleeve  
Cherry Red shirt available in cap sleeve \$45 **\*Two designs available. Sizes 6 to 26.**

All tops now available with your name embroidered on them. (\$10 extra)



**Stubby Holders** - \$5.00  
Ring or see Lois for available sizes

**Hats** - \$15



**Left:** Emblem

**Right:** Stubby Holder



**Below:** Ladies Shirt (cherry red and Mid Blue)



**Right and above:** Front and back Baseball Jacket



**Above:** Polo shirts (all members receive one when they first become members)

**Below:** Rugby Shirt



**Above:** Layer Jacket >New!



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