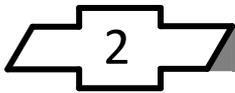


# *The Hot Ones*

March 2021



**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*

It doesn't look like this Covid thing is going anywhere, after just being able to get back on the road it took one new case to lock down the whole state for five days and then a "soft" reopening with more restrictions. With Dan asking for an extension of the State of Emergency (due to expire on March 15th) through to December it is shaping up to be another difficult year for us to get our club functioning fully again. We can only press on and try to make the most of it. So we have planned a lunch run to Kilcunda Hotel for this month and hope for the best. (See elsewhere in the newsletter for all the details)

I was hoping for a change in the social distancing rules next month but if the State of Emergency is extended it probably won't happen, in light of this we will set up our own 'contact tracing' app and sanitising process in line with Manningham council rules, I would have thought that The Pines complex would have a process in place to record all people who enter their building but each group has to set up their own individual system – no wonder Victoria is in a mess. Also to increase the room number from ten to twenty people everyone will have to use the QR thingy on their phones upon entry. So unless there is another total lockdown in April we will be holding a meeting. There will be an update on that later in the month after talking to the council.

The pesky folks at Vic Roads are considering changes to a few Vehicle Standards including VSI 33 which involves Club Plate Scheme (CPS). There is a list of the VSI's that are being considered and we have included the complete draft version of VSI 33 in the newsletter.

The DLRA say Speed week at Lake Gardiner is set to go, so for those hardy souls (Karl!) who are venturing out into the desert don't forget to complete the S.A. government "Cross Border Travel Registration" at least 7 days before travel.

On the postponed or cancelled list as the uncertainty continues:-

- National Chevrolet Festival is still planned for Oct 23-26 in Yarrawonga.
- Motor classica Melbourne. Postponed again! 2020 was cancelled for 2021 and now cancelled again to be held in Oct 2022.
- Motor Ex. Still on in Nov 2021. (Was postponed from Feb)

Stay safe and healthy

*Cheers Steve*



# Meeting Minutes

## **MINUTES MEETING FEB 7**

Meeting held at Ruffy Park Templestowe 20 members & partners in attendance. Meeting opened at 5.15

### **APOLOGIES:**

Ian Barnes, Karl Wakartschuk, Ross Anderson, Jeff Wilson,

Minutes of the March meeting which was our last general meeting held due to Covid Lockdown were read by Lois. These were moved & accepted to be correct by David Desira & Nick Duyvestyn

### **GENERAL BUSINESS:**

Steve gave the great news that the club trailer is finally finished & ready to be registered. After a lot of swearing & cursing coming from the shed Lois is glad to hear that great news. Tim congratulated Steve on a great effort in getting it done.

Steve mentioned it was a great turn up of members for our first run of the year to Dixon`s Creek Bistro. It was great to see 20 cars cruisin` out for lunch.

Steve mentioned that Salt Flat Racing is on the calendar for March if any members were interested. This meeting closed at 5.35

### **AGM FOR 2020**

Steve gave a report on 2020 & how bad it had been for us with no club meetings apart from committee meetings being held through zoom. Hopefully this year we can almost get back to normal.

Office Bearers have remained the same with all happy to stay on. There were no new nominations. Club fees will be halved this year due to members missing out on all club functions.

### **TREASURES REPORT:**

Chris mentioned that there had been an increase in the club insurance. Chris also gave the balance of the club account . This was move & accepted to be correct by Nick Duyvestyn & Tony Anastasio

**AGM meeting was closed at 5.45.** Members then went off to the Doncaster Hotel for

# Letters From The Editor

Hi everyone,

Our front cover features, Michael and Andrea Sambaris 56 shobox, also Alan Abbott at Albury halfway run. Winning the best Vic. Car (photo taken in late 80's), With matching shirt and shorts.

Congratulations to our President Steve for your effort in finally having completed our club trailer - well done mate.

Drive carefully and stay safe.

Cheers

John

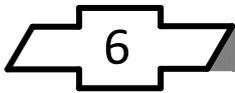
## Newsletter Advertisement

\$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

Not alot to write about this month apart from how lovely it was to finally be able to have our first run for the year at Dixon`s Creek Bistro. It was great to see all your smiling faces again.

It was a bit different having our first meeting in a park but all went well especially with most heading off to the Doncaster Hotel for dinner when the meeting had closed.

Best wishes go out to Ruth Smithson after having surgery for a frozen shoulder. Hope your recovery is quick Ruth & back to normal soon. No doubt Alan will be looking after you as any good husband should. I heard he had to call in one of the girls to Mum sit so he could attend the Hastings Cruise Night.

Please see details below for our next club run.

### CLUB LUNCH RUN TO KILCUNDA HOTEL.

#### BASS HIGHWAY KILCUNDA MARCH 21ST

Meet at Tooradin on Service Road over bridge to leave at 11.15 am.

Please RSVP by Wednesday 17th to Lois 0417017990 or Steve 0407831017.

*Cheers Lois*



## **Club Run To Kilcunda Hotel Sunday March 21st**

***AFTER THE SUCCESS OF THE RUN TO DIXON'S CREEK WE ARE HEADING SOUTH TO KILCUNDA ON THE BEAUTIFUL GIPPSLAND COAST.***

***THE HOTEL IS SITUATED ON THE BASS HIGHWAY OVERLOOKING BASS STRAIGHT AND KILCUNDA BEACH.***



***\*\*\* MEETING AT TOORADIN \*\*\*  
(SERVICE ROAD ON LHS DIRECTLY AFTER BRIDGE)  
TO LEAVE AT 11.15am SHARP.***

***COME EARLY A HAVE A CUPPA***



**PLEASE LET STEVE OR LOIS KNOW BY **WEDNESDAY MARCH 17<sup>TH</sup>**  
IF YOU ARE ATTENDING AS WE WILL NEED TO CONFIRM NUMBERS  
WITH THE VENUE.**

**EMAIL [SPETERSON@BIGPOND.COM](mailto:SPETERSON@BIGPOND.COM) OR CALL LOIS - 0417 017 990.**





*The latest info from VicRoads regarding updates to Vehicle Standards Information Sheets (VSI's).*

*VSI 8 & VSI 33 deal with modifications to vehicles and the Club Permit Scheme.*

*The VSI 33 draft has been included here in the following pages.*

*Link to VSI 8:- [www.vicroads.vic.gov.au/safety-and-road-rules/vehicle-safety/vehicle-standards-information](http://www.vicroads.vic.gov.au/safety-and-road-rules/vehicle-safety/vehicle-standards-information) then open 'Current vehicle standards information sheets'*

To Whom It May Concern

### **Vehicle Standards Information (VSIs) sheets for review**

All vehicles in Victoria need to comply with specific standards to ensure that drivers and passengers are provided with a minimum level of safety. A modified vehicle must not be used on a road or road related area unless the modification has been approved by VicRoads or carried out in accordance with guidelines published by VicRoads. The Vehicle Standards Information (VSI) sheets provide this guidance by outlining vehicle standards and modification requirements for light vehicles.

The Department of Transport (DoT) has made updates to several VSIs. The updates directly support DoT's continued focus on safety and will ensure road users in Victoria are safer than ever before.

There are six VSIs open for consultation:

- VSI 1 Bull Bars
- VSI 5 Conversion of Vehicles to Motor Homes
- VSI 6 Requirements for A Frame Towing of Vehicles
- VSI 8 Guide to Modifications for Motor Vehicles
- VSI 26 Roadworthiness Requirements
- VSI 33 Guide for Modifications to Vehicles Operated Under Club Permit Scheme.

Please note that the attached VSIs are draft only and may change as a result of stakeholder feedback. If you have any queries please do not hesitate to contact the Safer Vehicles team via [vehicle.policy@roads.vic.gov.au](mailto:vehicle.policy@roads.vic.gov.au)

Thank you

Safer Vehicles and Future Vehicle Technology

## Vehicle Standards Information 33

December 2020 | This information sheet supersedes all previous copies of VSI 33.

# Requirements for modifications to vehicles operated under Victoria's Club Permit Scheme

This Vehicle Standards Information sheet provides guidelines to ensure the safety and compliance of modified vehicles operated under Victoria's Club Permit Scheme (CPS).

These guidelines describe modifications that are permitted without VASS certification.

### Scope

These guidelines apply to all motor vehicles (other than street rods) operated under, or applying to be operated under, the CPS as established by Chapter 3, Part 3.4 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Only the more common modifications are addressed. Where indicated, and in the case of modifications not included in these guidelines, the requirements of Vehicle Standards Information (VSI) 8 – *Guide to Modifications for Motor Vehicles*, will apply to club permit vehicles.

A street rod means a vehicle that has been modified for safe road use and that:

- has a body and frame that were built before 1949; or
- is a replica of a vehicle the body and frame of which were built before 1949.

- A street rod can be distinguished from other pre-1949 modified vehicles by virtue of it:
- looking like a traditional Hot Rod style of vehicle
- been built and certified in accordance with the *National Guidelines for the Construction and Modification of Street Rods in Australia* as published on the Department of Infrastructure, Regional Development and Cities' website
- having been authorised by the Australian Street Rod Federation.
- evidence, in the form of an Australian compliance plate, previous registration history or a Vehicle Assessment Signatory Scheme (VASS) Approval Certificate, of the vehicle's compliance with any applicable Australian Design Rules (ADRs) has been supplied
- any modification carried out on the vehicle does not affect, or have the potential to affect, compliance with any applicable ADR
- the vehicle was manufactured before 1973.

### Vehicle age categories

#### General

For the purposes of these guidelines club permit vehicles are divided into three categories based on their date of manufacture:

- built before 1949
- built after 1948 and before 1969
- built after 1968.

#### Carry-over provisions

For the purposes of these modified vehicle guidelines, a vehicle model that is first released for public sale before 1949 that continues in production essentially unchanged beyond 1948 may be treated as if it were a pre-1949 model until completion of the model run by the original vehicle manufacturer.

However, a vehicle model first released before 1969 that continues essentially unchanged beyond 1968 may only be treated as if it were a pre-1969 model if all of the following criteria are met:

### Requirements

#### General

For a modification to be acceptable the vehicle must continue to comply with the applicable standards for registration. Victoria's Standards for Registration are set out in Schedule 2 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Further, the modification must not adversely affect the vehicle's structural integrity, its handling characteristics for safe use on the road, exhaust emissions or evaporative emissions.

The modifications set out below may be considered approved modifications provided they have been carried out in accordance with the specified guidelines. Modifications not mentioned, or not otherwise addressed by VSI 8 *Guide to Modifications for Motor Vehicles*, or that exceed any stipulated limits are deemed assessable modifications and will require certification by a VASS Signatory. In particular, it

should be noted that the *Approved Modifications* listed in VSI 8 apply to all vehicles.

Where a modification involves fabrication or welding, all such work must be carried out in a professional manner. Any structural welding must be carried out by a competent person and be carried out with correct joint design with proper consideration given to parent metal type and gauge, and to the selection of the welding process.

### Terminology

#### VASS Approval Certificate

A VASS Approval Certificate is a certificate issued by a VASS Signatory accepted as evidence that a vehicle meets the standards for registration, that any modifications comply with relevant published guidelines and have not adversely affected the vehicle's structural integrity, handling characteristics, exhaust emissions or evaporative emissions. As such a VASS Approval Certificate forms part of the documentation required to unconditionally register a modified vehicle.

#### VASS Club Permit Approval Certificate

A VASS Club Permit Approval Certificate is a certificate issued by a VASS Signatory accepted as evidence that a modified vehicle meets VicRoads requirements for an M-Plate Club Permit vehicle.

#### Era

The term "of the era" in relation to equipment such as engines, transmissions, drive axles etc means:

- for a vehicle built before 1949 – any such equipment typically fitted to vehicles designed and manufactured before 1949 but includes essentially identical equipment manufactured after 1948 that utilises technology and materials that were in general use before 1949
- for a vehicle built before 1969 – any such equipment typically fitted to vehicles designed and manufactured before 1969 but includes essentially identical equipment manufactured after 1968 that utilises technology and materials that were in general use before 1969.

### Significant power increase

The term "significant power increase" in relation to replacement engines is based upon a comparison of manufacturer's published maximum net power figures and means the greater of a 30kW power increase and:

- for engines up to 2000 cc – a 40% increase in power
- for engines from 2001 cc to 3500 cc – a 30% increase in power
- for engines over 3500 cc – a 20% increase in power.

In the case of modified engines, the above figures can only be applied when the modified engine's maximum net power is known or can be estimated. The fitting of alternative carburettor(s), extractors or an alternative ignition system may result in some power increase, but an increase resulting from these modifications on their own would usually not be considered significant.

However, when combined with higher compression ratio, a modified cylinder head, larger valves, performance camshaft etc, they would be very likely to result in a significant power increase. Similarly, fitting forced air induction to a V8 engine would be considered to result in a significant power increase. If in any doubt, a VASS Signatory should be consulted.

### Previous modifications

An existing CPS vehicle that has, at some time in the past, undergone a modification that is an assessable modification according to these guidelines, does not have to be re-certified to retain its permit provided:

- evidence of Australian registration history in its current modified condition can be supplied; or
- evidence in the form of a VASS Approval Certificate (or interstate equivalent or an engineering assessment report issued under Victoria's earlier Recognised Engineering Signatory Scheme) relating to the modification, can be supplied; and
- the vehicle has not been subjected to further assessable modification.

### Imported vehicles

An imported vehicle, for which admission to CPS is being sought, must have Australian registration history or a copy of the Vehicle Import Approval issued by the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications (DITRDC).

An imported vehicle without registration history that was built after 1968 requires a VASS Approval Certificate demonstrating compliance with any applicable ADRs.

An imported vehicle without registration history that was imported under the Specialist and Enthusiast Vehicle Scheme (SEVS) requires RAWs import certification.

An imported vehicle that has undergone an assessable modification that has not been previously registered in its modified condition in Australia must be issued with a VASS Approval Certificate. Refer to VSI 3 *Conditions for Registration of Imported Vehicles in Victoria* for further information.

### Left hand drive vehicles

For left hand drive vehicles, refer to the requirements outlined in VSI 18 *Left Hand Drive Vehicles & Vehicles Converted to Right Hand Drive*

## Engines

### Note

Fitting a replacement engine can increase axle loads. It is the owner's responsibility to ensure that the load capacity of an axle is not exceeded. If the load capacity of an axle cannot be determined any increase in the mass supported by that axle must be limited to 10%.

### Replacement engines

Vehicles built before 1949

Any unmodified engine of the era may be fitted provided that:

- it can be accommodated in the space originally provided for the engine without structural modification
- the mass supported by an axle of the vehicle does not exceed its rated load carrying capacity

- if the mass supported by an axle is increased by more than ten percent, it can be demonstrated that brake balance and effectiveness has not been adversely affected
- the engine fits up directly into the existing engine mounts without modification of the structure.

Vehicles built after 1948 and before 1969

Any unmodified engine offered as an option by the vehicle manufacturer for that model may be fitted. Any additional equipment fitted to the vehicle as standard equipment by the manufacturer with that engine option must also be fitted.

Any unmodified engine of the era that is of the same configuration and that does not result in a significant power increase over that of the original (or of that of any optional engine offered by the vehicle manufacturer for that model) may be fitted provided:

- it can be accommodated in the space originally provided for the engine without structural modification
- the mass supported by an axle of the vehicle does not exceed its rated capacity
- where the mass supported by an axle is increased by more than 10% it can be demonstrated that brake balance and effectiveness has not been adversely affected
- the engine fits up directly to the existing engine mounts without modification of the structure.

#### Vehicles built after 1968

VSI 8 requirements apply.

#### Modified engines

Vehicles built before 1949

Minor modifications such as fitting alternative carburettor(s) or ignition systems etc. are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase and that involve the use of more modern (i.e. after 1948) components or technology will require VASS certification.

Vehicles built after 1948 and before 1969

Modifications such as fitting extractors, alternative inlet manifolds, alternative carburettor(s) or ignition systems etc are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase will require certification.

Vehicles built after 1968

VSI 8 requirements apply.

#### Transmission and final drive

Vehicles built before 1969 (including pre-1949 vehicles)

Any transmission or differential of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item is adequate for the mass and power of the vehicle

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration so long as it bolts up to the same location as the factory crossmember.

Replacement live axles that were not offered as an option for the vehicle must not be fitted unless approved by a VASS Signatory.

Vehicles built after 1968

VSI 8 requirements apply.

#### Bodywork changes

Vehicles built before 1969 (including pre-1949 vehicles)

For vehicles based upon a separate chassis, bodywork changes typical of the era are permitted without certification, so long as the vehicle's general appearance is in accord with vehicles of that type with a similar date of manufacture, and that any replacement bodywork meets the VSI 29 *Drivers Field of View Requirements* for vision, and does not present any additional hazard to pedestrians or other road users. Different materials may be used.

Vehicles built after 1968

VSI 8 requirements apply.

#### Brakes

Vehicles built before 1949

Modifications may be made to mechanical drum braking systems to improve efficiency such as:

- changing the method of operation
- changing the coupling of actuation controls
- the use of alternative materials
- the fitting of proprietary brake kits or components from other vehicles of similar or greater mass.

All components must be of a design and materials of the era and that the applicable braking performance standards required by the standards for registration can be met.

It is strongly recommended that you seek advice from a VASS Signatory prior to commencing work on your vehicle's braking system.

Vehicles built after 1948 and before 1969

Any braking system offered as an option by the vehicle manufacturer may be fitted provided it is fitted in its entirety. Similarly, a braking system offered by the same manufacturer for a later model vehicle of equal or greater mass may be fitted provided it is fitted in its entirety and provided its fitment does not involve any cutting, drilling or welding of any brake, hub, suspension or steering component.

Vehicles built after 1968

VSI 8 requirements apply.

#### Fuel systems

##### Relocation of fuel tank

Vehicles built before 1949

An original equipment or replacement fuel tank may be relocated on the vehicle provided:

- the tank is securely mounted
- the filler is located on the outside of the vehicle
- the tank is located so that it cannot be contacted by the road surface in the event of a flat tyre
- that if the tank is within 75 mm of an exhaust pipe, suitable heat shielding is provided

- any apertures created to allow for the installation of the fuel tank are suitably sealed to prevent the entry of exhaust or petrol fumes into the cabin of the vehicle
- any replaced or extended fuel lines comply with the relevant provisions of VSI 8
- that fuel tank venting is considered to ensure that the tank does not pressurise due to replacement items such as fuel filler caps, which are not designed to be vented.

For any other fuel system modification, VSI 8 requirements apply.

Vehicles built after 1948  
VSI 8 requirements apply.

### Wheels and tyres

Vehicles built before 1949

Having regard to the fact that not all original equipment tyre sizes are currently available, alternative rims may be fitted provided:

- they are of a form of construction and made of material(s) typical of rims fitted to vehicles of the era
- any reduction in rim diameter is limited to the next smallest size for which suitable tyres may be obtained
- the rims provide adequate clearance around suspension, steering and brake components.

Tyre section width may be increased by up to 30% above that of the original equipment tyre or the most narrow available tyre width where no option exists within 30% width of OEM fitment. Tyre aspect ratio must be at least 70%. Rim width may be increased to any of the rim widths listed in the Tyre and Rim Association of Australia Manual as suitable for the chosen tyre size provided the tyre and rim combination does not foul any part of the body suspension, steering or brake components at any position of suspension travel or steering movement, and, when in the straight ahead position, the guard or bodywork of the vehicle covers the full section width of the tyre.

Adequate ground clearance must be maintained.

Vehicles manufactured after 1948  
VSI 8 requirements apply.

### Steering

Vehicles built before 1969 (includes pre 1949 vehicles)

A change to steering mechanism type (e.g. a change from worm and sector to rack and pinion) must be VASS certified. However, alternative similar steering components sourced from, or intended for, a vehicle of equal or greater mass than that of the subject vehicle may be used, provided the original equipment manufacturer's (OEM) pick-up points are utilised,

and that any tie-rod or drag link end tapered joint has a taper that matches that of the component to which it is attached. Original steering geometry must be preserved (linkage lengths, pitman arm lengths, steering arm lengths etc).

Conversions from left hand drive to right hand drive will require VASS certification.

Vehicles built after 1968  
VSI 8 requirements apply.

### Roll bars and roll cages

A vehicle for which admission to the CPS is being sought that is fitted with a roll bar or roll cage, will require (unless evidence of prior certification can be provided) either:

- VASS Approval and Motoring Organisation approval
- VASS Approval complying with VSI 8 requirements.

The above requirements also apply to an existing CPS vehicle that is to be modified by fitting a roll bar or roll cage.

### For further information

Further information is available on the VicRoads website: [vicroads.vic.gov.au](http://vicroads.vic.gov.au) or by calling VicRoads on **13 11 71** (TTY **13 36 77**, Speak and Listen **1300 555 727**).

## ELPHO CHOPPER SHOW & MG CLUB CONCOURSE

With well over a century of automotive development millions of enthusiasts are now involved in all aspects of the automotive hobby. It is hardly surprising that this hobby is varied and diverse in nature and as they say "there's something for everyone". I was particularly struck by this diversity after attending two motoring events last weekend.

On Saturday I accompanied my son Justin to the Elpho Chopper Show at the Elphingstone Hotel. Justin was debuting his recently completed Harley which he tells me that it is a pan motor with shovel heads in an original 1950s rigid frame. I will have to take his word for all of that, I just know that it is extremely LOUD! The Elpho show attracted a generally young demographic and tattoos on all participants regardless of gender appear to be mandatory. Certainly an entertaining outing with plenty of bikes, a bit of drinking and an extraordinary band whose performance was a sight to behold.

On Sunday I fired up my 1949 MG TC for the MG Car Club Concourse held at historic Rob Roy Hill Climb. There were MGs of all vintages and descriptions in ordered rows with their anxious middle aged owners awaiting the appearance of the judges. For many this is a very serious business with much time and money expended on the presentation of the most immaculate and original vehicle possible. My TC is considered too modified to be a contender in the TC category, all of which is of little importance to me. Certainly a much older demographic almost completely lacking in tattoos with no band and no serious drinking. However the concourse was still an enjoyable day out.

Here we have two very different events at opposite ends of the spectrum highlighting the diversity of our hobby. What I would really like to see is the Elpho band at the concourse, that would ruffle some feathers!

Tim Perrin



# ELPHO CHOPPER SHOW



# MG CLUB CONCOURSE



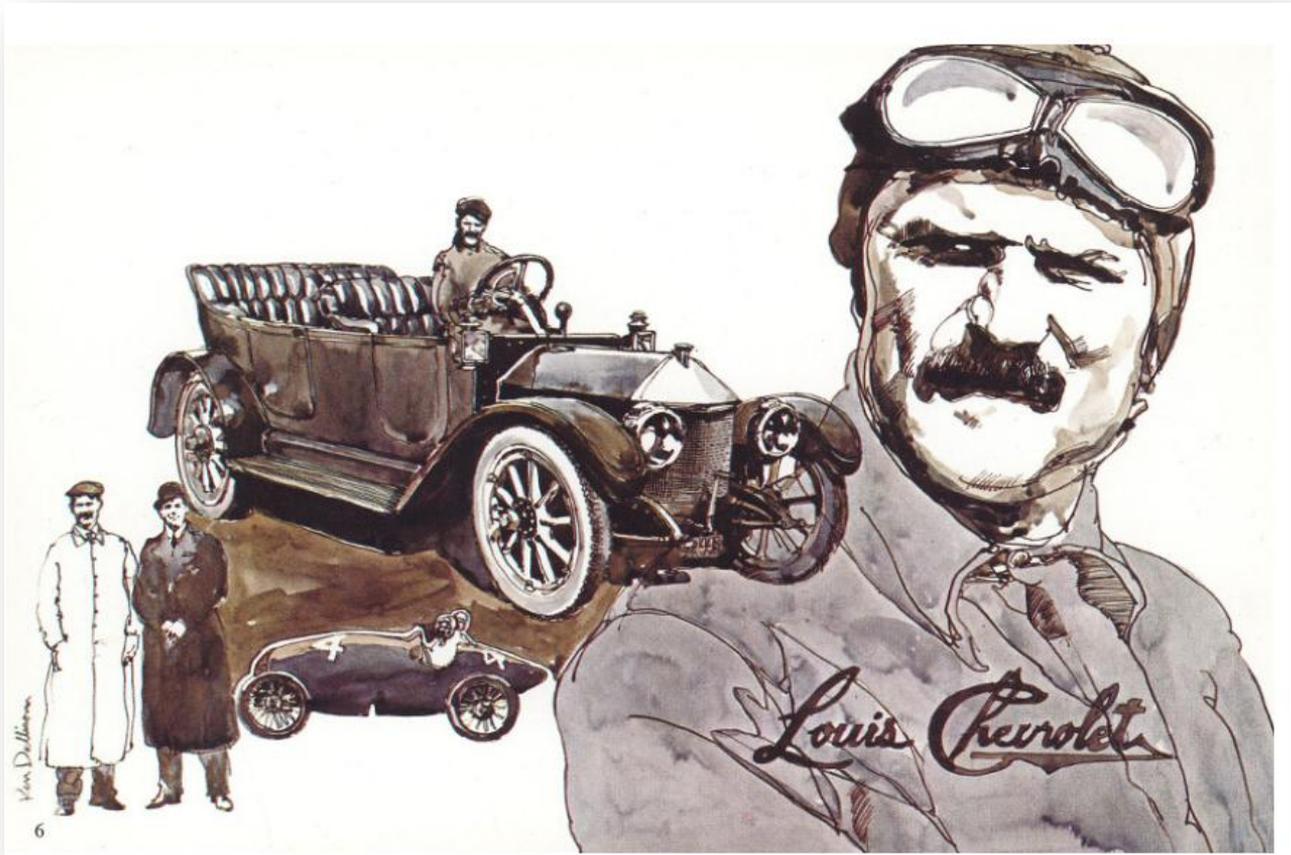
My new Torana filling the space recently vacated by the SLR/5000.

Former Gough Brothers Group C touring car sponsored by Barry Sheales Holden in Mornington Vic. Contested the rounds of the Australian Touring Car championship between 1975-1977 in the hands of Kel Gough.

Tim Perrin



## A BRIEF ILLUSTRATED HISTORY OF CHEVROLET 1911-1970



In 1970, Chevrolet launched a huge advertising campaign reflecting on their history from 1911 to the present. Customers were greeted with a booklet published by General Motors called, "The Chevrolet Story 1911-1970."

Today, the Chevrolet timeline is a part of our automotive history. Two of the early pioneers that founded Chevrolet were William Crapo "Billy" Durant, one of the founders of General Motors in 1908, and Swiss racing car driver and engineer Louis Chevrolet.

It all started on November 3, 1911 when Chevrolet Motor Company of Michigan became incorporated. The Classic Six models produced in 1912, 1913 and 1914 were almost identical. In Chevy's first production year, 1912, the price for their models was \$2,150, a lot of money during the early days of automobile manufacturing.

1914 was the year when the famous Chevrolet "Bow Tie" logo had its debut. The Chevrolet models were introduced as a touring model only, and many consumers admired the styling. In ensuing years, Chevrolet sales were continued to grow rapidly.

New options like an electric starter and electric lights were now becoming available. In 1916, Chevy manufacturing had grown to 70,000 units and 125,882 units the following year. In 1917, the first Chevrolet V8 engine was introduced in the D-series.

Chevrolet also introduced its first truck models in 1918, which later would become a huge success. In 1919, Chevy produced its final models with wooden bodies, which have become rare and very collectible almost a century later.

The early 1920s were also very prosperous times for Chevrolet. In 1922, more Chevrolet manufacturing plants were opened to keep up with consumer demand.

That momentum obviously slowed in 1929, when the stock market crashed and the country entered the Great Depression. In the 1930s, Chevrolet introduced many new engineering features.

A major body change was made public in the spring of 1934, when the Sport Sedan models introduced Chevrolet's first built-in trunk. On November 13, 1934, the ten-millionth Chevrolet was driven off the assembly line on the company's 23<sup>rd</sup> anniversary.



Chevrolet's ten-millionth car, 1934



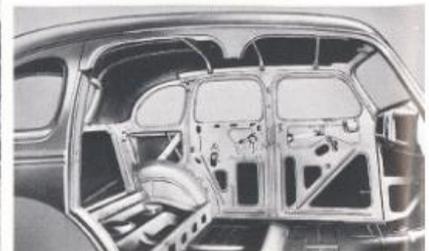
Knee-Action obsoletes solid front axle, 1934



First Chevrolet built-in trunk, 1934

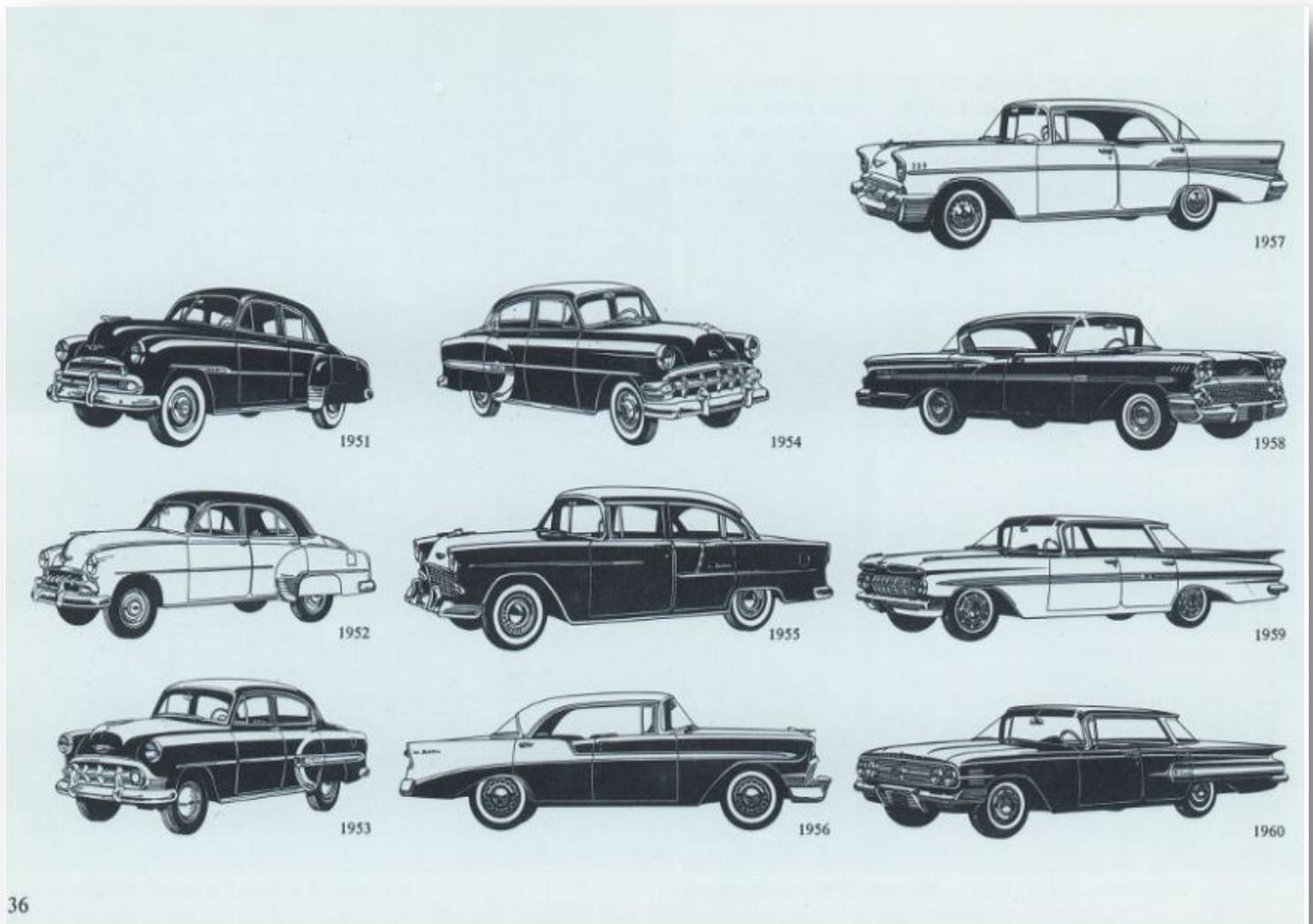


Chevrolet trucks proved their economy in 1936 tests



Turret-top Unisteel Body by Fisher, 1937

On June 6, 1941, Louis Chevrolet, the co-founder of the company, died. The war in Europe started moving the auto industry in a different direction to prepare for wartime production. Months before Pearl Harbor, Chevrolet manufacturing had already been transitioning to be ready for the impending war.



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*Chevrolet cars of the 1950s from a 1970 history brochure (Robert Tate Collection)*

During the 1950s, General Motors' post war styling changes included the popular wrap-around windshield, along with the 1950 Chevrolet Bel Air model that became a huge success.

The power glide, the first automatic transmission, was also introduced in the low-price category. However, the biggest news for Chevrolet during the 1950s was the introduction of the 1953 two-seater Corvette sports car at the 1953 Motorama Show. Many Americans thoroughly enjoyed new Corvette and its styling when the first production models became available in June 1953.

Only 300 units were manufactured that first year. On November 23, 1954, before a large crowd of visiting GM and government officials saw the 50-millionth Chevrolet come off the line, a 1955 Bel Air Sport.

The 1955-1957 Chevrolet models attracted many customers -- they became known as the "Hot Ones."

## Wanted/Buy/Sell

### Wanted:

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

### Wanted:

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

### WANTED

Gear linkages for a 1957 L/H drive column to power glide auto. If parts are available I will arrange pick up.

Contact: Dennis 0416264070

### For Sale:

Set of extractors suit SBC, new not used, 1-3/4 primaries into 2. \$250 the set.

Jeff Wilson, 0475 609 961.

### Buy:

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

### For Sale:

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

### For Sale:

3 sets of brand new personalised Victorian number plates.

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All 3 have white letters/numbers on red background with a white border.

\$1,000 per set of plates. Contact: Peter 0417 350 793 or Email: [hotchev1955@gmail.com](mailto:hotchev1955@gmail.com)

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They are bare metal so you can let it rust for the ratrod look or paint it in your favourite colours and designs.

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If you want to order one of these exclusive and unique signs contact Steve on 0407 831 017 or [speterson@bigpond.com](mailto:speterson@bigpond.com)



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

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 " " **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!



**Rohan Hutson**

(03) 54807350 0419 514 327

[sales@australianautoair.com.au](mailto:sales@australianautoair.com.au)

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