

Colac Collectable Car Club Inc.

“Wind in the Hair”

NEWSLETTER

October – December, 2020



PRESIDENT REPORT:

Hi Folks,

I hope our newsletter finds you all well. The strange and stressful times we have been subjected to since February have continued. A situation, I am sure, that none of us had ever dreamed of occurring. We were lucky that we were able to enjoy a short reprieve in June and use the time to organise some restricted Club runs, but regrettably this ended abruptly in July with the return of Stage 3 restrictions.

Unfortunately our township of Colac hasn't been immune to the dreaded COVID-19, with us suffering two outbreaks. The second, and hopefully our last, is coming to the end with our active positive cases approaching the zero mark. This has only been able to be achieved by a magnificent community effort with everyone doing the right thing and stopping any further spread. So to everyone, congratulations and well done!

With the low number of positive cases in regional Victoria, you will all be aware that the Government has decided to ease some of the restrictions again. One of these changes is that we can have gatherings of up to 10 people in an outside area and at a restaurant or cafe. What this means is that we can again plan some Club runs and get our collectable vehicles back out.

The Committee has had a number of phone link ups and worked out a plan how we can do this safely while complying with the Government instructions. Obviously, we are all keen to catch up socially and take our cars for a drive, but the health and wellbeing of our members is of utmost importance. We have come up with some ideas that we believe will allow us to do this and the runs committee has organised some dates and destinations. I won't steal their thunder as it is explained further down in our newsletter. I will say, our plan is 'fluid' and things such as allowable numbers attending may change as Government restrictions are changed. I am looking forward to being able to catch up and I'm sure everyone else is as well.

It will be interesting to see how our State restrictions will go over the coming months. It is fast approaching the time of year where we have a number of car shows and events. I am guessing that the majority, if not all will be cancelled. I am aware the Camperdown Car and Bike Show planned for January 2021 has been cancelled but at this stage our local Colac Show 'n Shine planning is going ahead to take place on the 6th March, 2021. Let's keep our fingers crossed it comes to fruition, along with some other events we are normally fortunate to have.

I hope during the restrictions and winter period, everyone has had the opportunity to fix any of those nagging problems that seem to all so regularly appear with our pride and joys. On a personal level our TR3 is back on the road after a motor rebuild and some paint touch ups. She's running like a dream and just waiting for some good weather.... Looking out the window today at the rain, while keeping my fingers crossed, that some sun appears soon.

Stay safe, happy motoring and hopefully see you soon on a Club run. Ken, President.

2020 - 2021 CLUB COMMITTEE & CONTACTS

Committee Members:

- President - Ken Slingsby
- Vice President - Vince Thorne
- Secretary, Newsletter Editor & Public Officer - Heather Petrie (0408 401 562)
- Treasurer - David Stephens
- Runs Organisers - Vince Thorne, Annette Thorne (assisted by John & Claudia)
- Club Vehicle Registrar - Shirley Haslem
- General Committee Members - Chris Minster, Ted Price, Dallas Petrie, Glenn Shepherd
- Association of Motoring Clubs Inc Representative - Geoff O'Neill
- Federation of Veteran, Vintage & Classic Car Clubs Inc:- Shane Perrott & Vince Thorne
Ken Slingsby (President), Heather Petrie (Secretary) and David Stephens (Treasurer)
are automatically authorised to sign renewal permits.

Club Safety Officers and Scrutineers for all new Permits:-

Bernard Callahan; Colac 0419 871 591
Geoff O'Neill; Colac 52 31 3318
Glenn Shepherd; Colac 0499 095 878

Permit Scheme Officers if you are renewing your Permit:-

Bernard Callahan, Colac - 0419 871591
Les Claridge, Colac - 0437 752 839
Geoff O'Neill, Colac - 52 31 3318
Heather Petrie, Cobden - 0408 401 562
Ted Price, Colac - 0417 165 271
Glenn Shepherd, Colac - 0499 095 878

Annette Thorne, Cobden - 0407 052 231 - Contact Annette at Cobden Tools & Trailers,
Curdie Street, Cobden (Mon – Friday 9am - 5pm)



PANDEMICS THROUGH THE YEARS

2019: COVID-19

On March 11, 2020, the World Health Organization announced that the COVID-19 virus was officially a pandemic after barrelling through 114 countries in three months and infecting over 118,000 people and the spread continues.

2003: SARS

First identified in 2003 after several months of cases, Severe Acute Respiratory Syndrome is believed to have possibly started with bats, spread to cats and then to humans in China, followed by 26 other countries, infecting 8,096 people, with 774 deaths.

1981: HIV/AIDS

First identified in 1981, AIDS destroys a person's immune system, resulting in eventual death by diseases that the body would usually fight off. Those infected by the HIV virus encounter fever, headache, and enlarged lymph nodes upon infection.

1957: ASIAN FLU

Starting in Hong Kong and spreading throughout China and then into the United States, the Asian flu became widespread in England where, over six months, 14,000 people died. A second wave followed in early 1958, causing an estimated total of about 1.1 million deaths globally, with 116,000 deaths in the United States alone.

1918: SPANISH FLU

The avian-borne flu that resulted in 50 million deaths worldwide, the 1918 flu was first observed in Europe, the United States and parts of Asia before swiftly spreading around the world. At the time, there were no effective drugs or vaccines to treat this killer flu strain. Wire service reports of a flu outbreak in Madrid in the spring of 1918 led to the pandemic being called the "Spanish flu."

AN UPDATE FROM AOMC & VIC ROADS

(Association of Motoring Clubs Inc)

On Monday, 31st August, 2020 the AOMC held an on-line meeting with its country delegates. 32 delegates were in attendance via "Zoom". This was the first meeting held since the 24th February and was relatively informal. In attendance was John Lewis from VicRoads. John started by pointing out that Road Safety Regulations are reviewed every 10 years. There will be some changes in October, 2020 and more in 2021. **Please note changes on Page 4 which will come into effect on 4th October, 2020.**

Some points covered were:-

- Due to issues with production, a fee for first issue plates for permit vehicles will be introduced. Plates for Vintage will be at half cost, as only 1 plate is issued. Cost will be \$38.10 for Club Permit Plates and \$19 for Vintage plates.
- VicRoads will have the power to issue permits with conditions. For example, vehicles without lights will not be allowed to operate at night, and vehicles with steel wheels will have restricted road use.
- Formalising the disallowing of commercial use of Club Permit Scheme vehicles. VicRoads will take strong action on this in the future.
- The introduction of Slim Line Plates for Club Permit Scheme vehicles early in the new year. They will be in the same number series as the normal plates, and will be issued on a next out of the box basis.
- Reassignment of deceased permit holder's permit to surviving spouse. This has been happening even though not in the regulations, but will now be recognised in the regulations.
- Renewing Club Permit Scheme renewals online has been introduced. To do this you need to have a My Vic Roads account. Signatures are still required and log books issued via postage, but payment can be made online. System can also allow for signatures to be provided online as well.
- Change of eligibility requirement from financial member to member. This was done because VicRoads were being used as a debt collector for clubs. It is still up to the club to determine if permit holder is a member or not.

Questions from the floor:

1. *The transfer of vehicles between clubs:* John responded that this is straight forward if the member is changing clubs. If the vehicle is changing ownership, it would need to have the original permit cancelled and a new one applied for. If the transfer of ownership is within the same club, the plates can be retained but a new permit needs to be applied for still as there is no facility in the Club Permit Scheme database for transfers.
2. *Deceased estates ownership transfer to spouse Are new plates issued?* John responded that the permit remains the same, just the name on the permit changes.
Are the slim line plates American shape? Answer: No, not yet but may be in the future.
If a plate is lost, can you request a replacement? Answer: No, due to the database it needs to be a new number issued.
3. *Re deceased members, he has had trouble getting ownership changed over and, in the past, have received a whole new permit:* John responded that the changes are in place and staff have been informed of the changes. All you need to do, to get the permit changed over is to produce proof of death and spouse identification.
4. *Are 2 plates available for Vintage vehicles?* : No, only 1 plate produced and available.
5. *Club Permit Scheme holders who want to change to slim line plates, is there any new application requirements?* John responded no, you just need to apply for and it will be issued to you. No need for a new Club Permit Scheme application. Cost of plates would be \$150.
6. *Electronic payments; would the applicant need to email documents signed by permit officer and applicant?* John responded Yes.
7. *Veteran cars have had a bit of a surge lately and plate numbers are already into the 900's. Only 999 numbers are available. Are there any plans for when the numbers run out?* John responded that he wasn't aware of this situation and would be keen to hear from the Veteran CC on this issue.
8. *Flashing light on the back of slow-moving veteran vehicles. There is no formal exemption on this at present for veteran vehicles, and asking for consideration to include veteran vehicles in exemption.* John responded that would need to consider colour and flashing rates.

AN UPDATE FROM AOMC & VIC ROADS

9. *Commercial use of Club Permit Scheme vehicles. What if used for a wedding for no commercial gain?* John responded that this would be OK. Need to be seen to be doing the right thing by the wedding car industry.
10. *Online payments:* When Club Permit Scheme vehicles go onto My Vic Roads account, all your vehicles will go onto the online advice system.
11. *Financial members: If a member is not a financial member, then the Club Permit is technically illegal and Vic Roads need to be advised to cancel the permit. Does VicRoads still want clubs to advise of loss of membership status of Club Permit Scheme holders.*
John Lewis replied that he is happy for clubs to advise, and Vic Roads will then send a letter to the owner.
12. *Comment:* If a member gets a slim line plate, the member needs to make sure they contact their club and notify the Club Registrar of the change of plate number.
13. *Original plates for cars are lost when the car goes onto the Club Permit Scheme. Can old plates be used on the Club Permit Scheme?* John Lewis replied that there is no plans for this at present, there is not enough security in the CPS database to differentiate between full registration plates and Club Permit Scheme plates for police.
14. *Log Books: Are Vic Roads looking at electronic log books, would be a good idea.* John replied that it may be introduced as an optional system in the coming years. A suggestion that having the mileage on the logbooks as well may cut down on illegal use, however some vehicles do not have speedometers, so the permit holder would not be able to record mileage, if required.
15. *Some Vic Roads branches do not understand that Vintage and Veteran Cars get one plate only, and some applicants have been issued with H plates. There is also an issue from country clubs over the \$19 fee for making an appointment.* John responded that he will look into this further.

From Geoff – Colac Collectable Car Club Inc. AOMC Representative



Connecting
our communities

Recent changes to the Club Permit Scheme

October 2020

The Road Safety (Vehicles)
Regulations 2009 will be
replaced by the Road Safety
(Vehicles) Interim Regulations
2020, which will take effect
from 4 October 2020.

The new Regulations include the following changes that apply to the Club Permit Scheme.

Use of Club Permit vehicles

The vehicle operated under the Club Permit must not be used for hire or reward for the carriage of goods or freight or to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Club conditions

VicRoads may, from time to time, vary or remove a condition that an approved vehicle club must comply with. Internal review rights apply.

Club Permit number plates

When applying for a Club Permit, the applicant will now be required to pay a fee for the issue of standard Club Permit number plates (\$38 for two number plates, or \$19 for one number plate).

Requirements of club membership

To be eligible for a Club Permit, the club member will no longer need to be a 'financial' member of an approved club; they will simply need to be a 'member' of an approved club.

Obligations of Club Permit holders

A Club Permit holder must notify VicRoads within 14 days after a change in vehicle details or modification of the Club Permit vehicle.

New permanent or temporary operating conditions

VicRoads can now impose, vary or remove permanent or temporary operating conditions on a Club Permit if the vehicle does not meet the standards for registration. Internal review rights apply. For example, a vehicle with non-compliant headlights may have a condition of no driving at night.

The permit holder will be notified and sent a *Certificate of approved operations* if this occurs.

A Club Permit holder must not use a Club Permit vehicle to which a temporary or permanent condition has been applied without carrying the *Certificate of approved operations* in the vehicle.

Reassignment of a Club Permit

A Club Permit can be re-assigned to the surviving spouse/domestic partner when the permit holder is deceased. The surviving spouse/domestic partner of the deceased will also need to be a member of an approved club. An application must be made by the authorised representative within 90 days after becoming the authorised representative.

For more information visit vicroads.vic.gov.au





'THE ESSEX'

During the 'Covid-19 pandemic lockdown' I spent many days sorting through photos that had been taken by my grandparents, parents and other family members. I came across several photos of an old car and decided to research what the car was. My mum had written on the back of the photo "The Essex" so it was easy to check Wikipedia and find out more about the car. Unfortunately there was no date on the photo (which is always disappointing when looking through photos).

The Essex was produced by the **Essex Motor Company** between 1918 and 1922 and by the Hudson Motor Company of Detroit, Michigan between 1922 and 1933. Essex cars were designed to be moderately priced cars which would be affordable to the average family. In 1919 an Essex completed a 50-hour, 3,037.4 miles (4,888.2 km) endurance test in Cincinnati, Ohio, at an average speed of 60.75 miles per hour. The early Essex cars also captured many hill-climb records. In a special Essex race car, Glen Shultz won the 1923 Pikes Peak Hill Climb. Initially, Essex marketed a line of touring cars (open four-door cars with canvas tops), which was the most popular body style of cars in production at the time.

While Essex added an enclosed sedan in 1920, it was the introduction of the 1922 closed coach, priced at \$1,495 (which in early 2015 would be between \$15,917 and \$21,015, depending on the inflation calculator used), \$300 above that of the touring car. By 1925 the coach was priced below the touring car. While Henry Ford is credited with inventing the affordable car, it was Essex that made the enclosed car affordable. By 1929, the Essex was third in U.S. sales, behind Ford and Chevrolet. Essex sales remained strong into 1931 before sales began to trend downward. For 1932 a redesigned Essex debuted and was named the **Essex-Terraplane**, a play on the word aeroplane.

By 1934 the Essex name was no more and the car carried on as the Terraplane. The instrument panel of the 1932 Hudson and Essex automobiles featured the first use of "warning lights" instead of gauges. Essex motor vehicles were either exported as complete cars or locally-built from knock-down kits in many countries making the Essex marque well-known internationally as well as domestically. Essex vehicles were locally-built in Canada, United Kingdom, Germany, Australia, New Zealand, and South Africa.

This Essex was owned by my grandfather, who was born and raised in Port Fairy and later moved to Geelong. During his time in Port Fairy he built many caravanettes, caravans and trailers. My dad continued on the tradition by building caravans as well as trailers and boats. I am proud to see my own son continues to construct and modify cars and motorbikes; keeping the tradition going.

Here are some other photos that I came across

Article prepared by Heather



GETTING TO KNOW OUR COLAC COLLECTABLE CAR CLUB MEMBERS

Name: Joy

Where were you born: Williamstown

Where do you currently live: Colac

Favourite holiday destination: Italy

Favourite road to travel on:

Always the road that takes me home

Your occupation:

Intake and Engagement Officer/WFD Finance

Can you cook: Yes

Favourite food: Mum's homemade spaghetti

Favourite drink: Coffee

First car or bike: EH Holden

First car dent: Ummm! 30+ years ago

Your everyday driver: Toyota Rav4

Favourite "toy" in the garage:

Daisy - 1950 Morris Minor

Your dream vehicle: Vintage Army Jeep

How long have you been in the Club: Newbie

Your favourite club event: Show 'n Shine

Ford vs Holden: Holden

Other passions you may have: Gardening



Name: Shane

Do you have a nickname: No

Where were you born: Baxter House Geelong – 8 minutes older than my sister

Where do you currently live: Inverleigh

Favourite holiday destination: Robe SA and outback Australia

Favourite road to travel on: Stuart Highway

Your occupation: Maintenance Fitter

Can you cook: Yes, meat and three veggies.

Favourite food: Lamb roast

Favourite drink: Portagaff (Stout/lemonade)

First car or bike: 1954 Standard 8 – still have it in the shed

First car dent: Holden Commodore VN – hit a kangaroo at 40 km/h

Your everyday driver: 2005 BA Fairmont

Favourite "toy" in the garage: 1925 15/30

Crossley Tourer, Phase 2 Vanguard (to be restored) and my first car a Standard 8

Your dream vehicle: Triumph TR3A

How long have you been in the Club: 6 years

Your favourite club event: Christmas breakup

Ford vs Holden: Either - loved the era of Peter Brock and Dick Johnson

Other passions you may have:

Gardening, old movies and spending time with family and friends



GETTING TO KNOW OUR COLAC COLLECTABLE CAR CLUB MEMBERS

Name: Annette

Where were you born: Melbourne

Where do you currently live: Naroghid

Favourite road to travel on: One that isn't too bumpy!

Your occupation: Slave to my husband

Can you cook: When I feel like it

Favourite food: Chocolate

Favourite drink: A red wine with chocolate

First car or bike: Morris Minor

First car dent: In dad's Holden

Your everyday driver: Holden

Favourite "toy" in the garage: Citroen 118L

Your dream vehicle: Too many to list

How long have you been in the Club:

A long time

Your favourite club event: All CCCC events

Ford vs Holden: Whichever

Other passions you may have: Gardening



Name: Rob

Do you have a nickname: No

Where were you born: Glenhuntly

Where do you currently live: Cooriemungle

Favourite holiday destination: East Coast of Australia

Favourite road to travel on: Any that are flat

Occupation: Retired

Can you cook: No

Favourite food: Lamb roast with mint sauce

Favourite drink: Very cold Coopers Light Ale

First car or bike: Ford Cortina

First car dent: Ford Cortina

Your everyday driver: Toyota Landcruiser

Your dream vehicle: 1949 Buick Roadmaster Convertible (Rainman Car)

How long have you been in the Club:

15 years

Ford vs Holden: Holden

Other passions you may have: Collecting



CLUB MERCHANDISE AND GIFT IDEAS



Are you looking for gifts or merchandise with the Club logo displayed? Polo shirts \$30, T-shirts (with your choice of print) \$20, Caps \$15, Bumper stickers \$3, Mugs \$10, Name Membership Badge \$8, Club metal grill badge \$25, plus more. Also available you can design your own vintage Clock with old oil company logo's, beer brands, soft drink logo etc.

And, if you are looking for a mask, now available 3 ply, with an adjustable nose piece sewn in and any design on the front. Clocks are \$25 each plus postage or collect from Elliminyt free and Mask's are \$10 each plus postage or collect from Elliminyt free

Contact Colac Collectable Car Club member Craig on 0400 103 108 or email
Craig: toby62c@hotmail.com

COLAC COLLECTABLE CAR CLUB WEBSITE

All information regarding with the Colac Collectable Car Club is available on the Club's website:-
www.colacccc.com.au Club Minutes of Meetings, Events, Newsletters and websites.

THE CLUB'S OBLIGATIONS TO VIC ROADS

Provide Vic Roads with a list of nominated office bearers: e.g. President, Treasurer, Secretary, Membership Officer or Club Safety Officer and Scrutineers. These individuals are authorised to endorse initial applications for club permits, endorse renewals, advise Vic Roads of matters concerning modifications to club permit vehicles whose operator is a club member and advise on club membership details.

Maintain a register of club permit holders and club permit vehicles operated by club members:

Clubs are required to provide a current copy of their register within 14 days of receipt of a written request from Vic Roads. Additionally, clubs may be requested to cross check the register against records provided by Vic Roads to identify any discrepancies.

Maintain a register of dated photographs for all vehicles for which an initial club permit is sort:

Dated photographs must include images of the front, driver's side rear, driving position side on which the driver's door opens and where possible any identifiers such as a chassis number and engine number. Where a club permit application for a motorcycle is made the club must take photographs of both sides of the motorcycle, a photograph of the rear and where possible of identifies such as an engine and frame numbers. Clubs are required to provide photographs to Vic Roads within seven days of receipt of a written request from Vic Roads.

Promptly notify Vic Roads of modifications outside of vehicle standards or modification guidelines or safety issues for any club permit vehicles endorsed by the club:

Clubs must promptly notify members of suspected safety issues or non-compliance with the Vehicle Standards and/or Modification guidelines and require these issues are rectified within 14 days. If issues are not resolved by the member within 14 days, the club must notify Vic Roads.

Notify Vic Roads in writing within seven days if the club becomes aware or reasonably suspect any of the following:

A pattern of incorrect use of our club permit logbook by a club member;

A club permit vehicle operated by a club member is not an eligible vehicle;

A club member has ceased to be a financial member of the club;

A club permit vehicle is suspected of being used for commercial gain;

A club member has failed to restore a vehicle to safe condition or has failed to prove compliance with Vehicle Standards and/or appropriate modification guidelines following a notification from the club under paragraph 7 in accordance with the terms of that notification;

A vehicle operated by one of its members under a club permit has been sold or otherwise disposed of and the club permit logbook and the permit club permit were not destroyed on disposal as required by the Road Safety Vehicles Regulations 2009 and/or the club permit plates were not removed;

A vehicle operated by one of its members under the club permit has been disposed of with the intention of undermining the club permit scheme. E.g. A club permit vehicle has been sold to a "friend" so that a new logbook can be obtained but the previous owner continues to utilise the vehicle.



*Our Club Committee would like to thank all members for their prompt payment of their membership fees for 2020 – 2021. Only a handful of members had to be followed up due to non-payment of their fees. Also, when checking our Club register of vehicles, in comparison with the Vic Roads list, we found a few discrepancies. Please check your permit renewal when you receive it. Make sure that **Colac Collectable Car Club** is listed as the nominated Club; and that your name and address is correct. Also, if you make any changes to your vehicle at any time (eg. modifications, permit changes etc) please let the club know as soon as possible.*

PAYING YOUR VIC ROADS CLUB PERMIT RENEWAL ON-LINE

From 31st July, 2020, in addition to paying your Vic Roads Club Permit Scheme renewal at a VicRoads Service Centre or mailing a cheque, VicRoads has introduced a new electronic payment option. Your renewal and logbook will still be sent to you via mail.

You can pay the renewal at a Vic Roads Customer Service Centre or by cheque via mail. The renewal must be signed by a Colac Collectable Car Club Permit Officer (refer to this Newsletter). During the current Covid-19 restrictions, please post your renewal to the Club's Post Office Box 346, Colac. 3250 marked "Permit Renewal". Please include a stamped self-addressed envelope for the return of your signed permit.

If you wish to renew your Club Permit online, you will need to set up a My Vic Roads account. If you do not have a My Vic Roads account, go to www.vicroads.vic.gov.au to find out more.

Once you have the necessary My Vic Roads account, check that the Club Permit Scheme permit you wish to renew is listed. If not, you will need to ring VicRoads on 13 11 71 to have them link your Club Permit Scheme plate to your account. Once listed, simply upload the signed renewal and make the electronic payment (make sure that the permit has been signed by yourself and the Club Permit Scheme officer).

You must then maintain proof of payment by printing the receipt and keeping it with the Logbook. This receipt will need to be produced as proof of payment.

A brief history of MOTORCYCLE SPEEDWAY RACING and the success of Colac speedway racer COL STEWART



Col Stewart was one of the world's best dirt-track speedway racers in the 1920s.
Photos with thanks Colac Herald.

Motorcycle Speedway can be traced back to the early 1920s. One track that staged speedway, amongst others, was at the West Maitland Showground, whose first speedway meeting was staged on 15th December 1923.

Following the success of Maitland, speedway meetings were conducted at Newcastle Showground in 1924. These events were very successful and led to the construction of Newcastle Speedway off Darling Street, Hamilton. After Maitland, Newcastle Showground is the second oldest Motorcycle Speedway track in the world. However, its first recorded motorcycle race was much earlier in 1908.

The first **Australian Motorcycle Speedway Championship** was held at Newcastle Showground in 1926. Ironically it was won by American rider Cec Brown. Visiting English and American racers were common, for they were highly paid showmen, often winning a year's salary in just one night. It was very successful, so Newcastle Showground held the championship again in 1927. In the 1928/29 season at the Melbourne Exhibition Speedway, Australian **Colin Stewart** won the prestigious Silver Gauntlet, which required the rider to win the feature race 10 times in one season. He won it 12 times. He also achieved success at an international level, racing for Southampton Saints in 1929 and captained Glasgow in the Northern League in 1930 before moving to Wembley Lions in 1931, for whom he rode in just four matches, averaging 4.00 points per match. He also raced in the 1930 Scottish Championship which was won by Wembley Lions' Harry Whitfield.

Information taken from: Motorcycle speedway – Wikipedia.

WHAT IS HILL CLIMB RACING?

Hill climb racing is where drivers of specially designed cars compete to achieve the best time between specified start and end points, uphill. It is one of the oldest forms of motorsport (possibly the oldest) with the first hill climb race taking place in Nice, France in 1897.

Hill Climb Courses

Hill climb racing is famous all over the world for its thrilling on-the-edge action, and is particularly popular in European and North American countries, including Britain. The Pikes Peak International Hill Climb in Colorado, United States, is perhaps the most famous and demanding hill climb course in the world. Also known as The Race to the Clouds, it's 12.42 miles long and has 156 turns. United Kingdom hill climb courses present their own unique challenges and are much shorter than their European and American counterparts.

The longest UK hill climb is Harewood, Leeds, at 1447.495 metres, and the shortest is Val des Terres in Guernsey. The UK's oldest hill climb, Shelsley Walsh, is exactly 914.4 metres in length and was first used in 1905.



Hill Climb Racing Cars

There are many different types of hill climb racing cars, but generally they can be separated (as with all racing cars) into open (single seater) and closed cockpit. Light weight and maximum downforce are key priorities of hill climb cars, helping them to achieve barely believable levels of grip and mind-blowing cornering speeds. Coupled with the (in many championships) unrestricted power outputs, these cars are faster than anything else (short of a modern Formula 1 car) up these tight, twisty courses. In the British Hill Climb Championship, cars competing in the 3.0-litre class regularly push out over 750 bhp, while cars competing internationally will sometimes be over 1,000 bhp - more, in fact, than a Formula 1 car. More recently, electric cars have taken hill climb racing by storm, with the Volkswagen I.D. R setting new records at both Pikes Peak and Goodwood.

An Australian Hill climb Championship was first staged in 1938 and has been contested annually since 1947. Hill climbing in Australia dates back to the early 1900s, and was most prevalent in locations such as Templestowe, Heidelberg and Rob Roy.

The course at Templestowe still exists today in the Domain Wetlands. The course was never trafficable due to the massive incline known as "the wall", with an incline ratio of 1:2.5 is thought to be the steepest bitumen surface in Australia, so was only used during race events. Burgundy Street in Heidelberg was used for early Hill climbs. The course at Rob Roy hosts race meets regularly, including rounds of the Victorian Hill climb Championships. It is located just off Clintons Road, Christmas Hills in an area of Smiths Gully known as Rob Roy.

Mount Tarrengower, near Maldon in Central Victoria, has an annual Hill climb hosted by the Victorian Vintage Sports Car Club, Bendigo Light Car Club and the Historic Motorcycle Racing Association of Victoria. The Mount Tarrengower Hillclimb is the oldest hillclimb in Australia with the first event being held in the early 1920s.

Source:- "Wikipedia".

CALENDAR OF EVENTS OCTOBER – DECEMBER, 2020

Due to the current Covid-19 restrictions we are limited to 10 people attending an outdoor event. The committee has decided, in order to keep to this restriction, we would not disclose the destination of the runs until people phoned in with their intention to go on the run. The direction of the run has been listed below, ie whether it is north, south, east or west of Colac. The longest distance is approximately 80 kilometres from Colac, but the rest are within 50 kilometres. Friday nights are listed as runs and on Sunday a picnic or BBQ with either morning or afternoon tea (with one exception) at a place of interest.

We trust members will understand the decision that the Club has made on the runs format.

You must phone the contact number of your intention to join a run.

If we have more than 10 interested in a particular run, then we may need to start a second group.

Thank you, from the Runs Committee.

Day	Date	Time	Direction	Eat in/out	Contact
Friday	9 th October	6.30pm	South of Colac	BYO or BBQ	Annette 0407 052 231
Sunday	18 th October	10.00am	North of Colac	Morning Tea available	Annette 0407 052 231
Wednesday	21 st October	1.00pm	South West of Colac	BYO or Takeaway	Claudia 0428 962 854
Friday	23 rd October	6.30pm	West of Colac	BYO or BBQ	Annette 0407 052 231
Sunday	1 st November	2.00pm	North West of Colac	Eat in	Annette 0407 052 231
Friday	6 th November	6.30pm	East of Colac	Picnic or Takeaway	Annette 0407 052 231
Sunday	15 th November	4.00pm	West of Colac	BYO or BBQ	Annette 0407 052 231
Wednesday	18 th November	1.00pm	North of Colac	Eat in	Claudia 0428 962 854
Friday	20 th November	6.30pm	Colac	BYO or BBQ	Annette 0407 052 231
Sunday	29 th November	10.00am	South East of Colac	Morning tea BYO or Take away	Annette 0407 052 231
Friday	4 th December	6.30pm	South of Colac	BYO	Annette 0407 052 231
Sunday	13 th December	2.00pm	West of Colac	BYO	Annette 0407 052 231
Wednesday	16 th December	1.00 pm	South West of Colac	BYO or Take away	Claudia 0428 962 854



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ALL TERRAIN SCISSOR LIFT FOR HIRE

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