

**GREAT LAKES  
HISTORIC AUTOMOBILE CLUB, Inc.**

# EXHAUST NOTES

**April 2021**

**The “DESPERATE STAR”  
(Story Inside)**



**BONDI Drags!!!**

**Also in this issue:**

- **Battery Metal Shortage**
- **VFACTS Feb 2021**
- **Hydrogen; Help or Hype ?**
- **Members by Jan Amato**

# EXHAUST NOTES

The magazine of the Great Lakes Historic Automobile Club, Inc.  
BOX 53, TUNCURRY. 2428      glhac@outlook.com

## Management Team for 2021

President *	Ron Pulling	0407 993499
Vice President *	Duncan McDiarmid	0427 718899
Secretary *		
Treasurer *	Brian Mills	0427 311823
Committee *plus	Arthur Broadley	0423 383596
	Dick Fancourt	6559 3451
	Ross Humphries	6555 2293
<b>Events</b>	Brian & Avril Mills	0427 311823
	Keith & Mary Simmons	0409 316794
	Kevin Barnard & Dianne Tipping	0422 188442
Registrar	John Amato	0401 937964
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Publicity	Brian Payne	0422 3071
Program Manager	Ron Pulling	0407 993499
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**Magazines LINK** <https://jmp.sh/jYkEZhG>

## Disclaimer

Articles appearing on our website & in our magazine reflect the views of the contributor and not necessarily The Club or the Editor. The Great Lakes Historic Automobile Club Inc. and its committee accept no liability for transactions resulting from ads in this magazine.

## Life Members

Chris Goodsell , Ross Humphries, Ray Sonter , Peter Darbin

## MEETINGS & BANKING

1st Wednesday of month at Tuncurry Beach Bowling Club, Tuncurry , starting at 7pm.

Club Bank ; BSB 062-669 Account 2801-1055Ref ; Your Name & reason for payment  
*Example ; R Pulling, M/Ship 2021*

**Club Vehicle Display  
Boards on Sale \$60 + GST  
+ freight if req' urgently**



## Club Regalia.

Brian Payne; 0422 307 120

Car Badges	\$ 25
Club caps	\$ 20
Key Rings	\$ 7.50
Cloth Badges	\$ 7.50

# Great Lakes Historic Automobile Club Inc.

PO Box 53. Tuncurry. 2428

glhac@outlook.com



All Events start at Rockpool carpark to depart 9.30am, unless notified

## GLHAC EVENTS TO JULY 2021

Please advise if going direct: to **Brian Mills 0427 311 823, Keith Simmons 0409 316 794, Kevin Barnard 0422 188 442, or Albert Waldock 0407 291 124**

**PLEASE DO NOT ATTEND IF YOU HAVE ANY FLUE LIKE SYMPTOMS**

### April 2021

- Saturday 3 School Holidays - No Coffee & Chat  
Wednesday 7 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Saturday 10 Depart rockpool at 9.30am for BYO morning tea at Wingham  
Brush bring chairs, lunch at Nabiac Hotel  
Tuesday 20 Depart rockpool at 9.30am for BYO morning tea at Dunbogan  
reserve (if you get separated meet at Dunbogan Memorial Hall)  
bring chairs, lunch at Laurieton RSL club  
Thursday 29 Memorial Breakfast 8.30am go direct for a club supplied BBQ  
breakfast at Palm Grove Park

### May 2021

- Saturday 1 10.00am Go direct to Kafe Biru for a coffee and chat.  
Wednesday 5 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Tuesday 11 Depart rockpool at 9.30am for a club supplied morning tea at  
Seal Rocks, bring chairs lunch at Smiths Lake Bowling Club  
Sunday 16 Depart rockpool at 9.30am for a BYO m/tea Blackhead Reserve  
lunch at Krambach Hotel  
Thursday 27 Depart rockpool at 9.30am for a club supplied soup run at Croki  
Foreshore.

### June 2021

- Wednesday 2 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Saturday 6 10.00am Go direct to Kafe Biru for a coffee and chat.  
Monday 7 Depart rockpool at 9.30am for Andy's Cherry Pie lunch at  
Bulahdelah Hotel  
Saturday 19 BYO m/tea Brambles Reserve then BYO lunch at Winda Woppa  
Reserve, Hawks Nest  
Sunday 13 ??? Our Motorfest to be advised if safe to go ahead.  
Thursday 24 Depart rockpool at 9.30am for m/tea at Flow Café Old Bar lunch  
at TBBC.

### July 2021

- Saturday 3 School Holidays - No Coffee & Chat  
Wednesday 7 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.

Venues in planning: Moto Cafe, Koala Hospital & Heritage House Port  
Macquarie, Beechwood Cafe

## Invitation Events

- Chrysler Club at Hat Head - 28<sup>th</sup> April to 5<sup>th</sup> May contact Dick Fancourt for information
- All German Day – Saturday 8<sup>th</sup> May at Newcastle contact Ron Pulling for information
- Seniors Concert 1<sup>st</sup> June 10.00am and 2.00pm at Club Forster.
- Bay to Birdwood Sunday 26<sup>th</sup> September vehicles prior to 1992 contact Brian Payne
- Heritage Day Display at John Wright Park, Forster, May 16 ... *tba*
- EURO Motorfest 2021, Sunday 20th June, Newcastle Foreshore, see Flyer in this magazine.



# ANNA'S TROPHIES & EMBROIDERY

2/54 Kularoo Drive  
Forster, NSW 2428  
Ph: 6555-8140

**MONTHLY MEETING OF GREAT LABES HISTORIC AUTOMOBILE CLUB INC**  
**Held at Tuncurry Beach Bowling Club on 3rd March 2021**

Meeting opened: 7.00pm

Chairman: Ron Pulling: Acting Secretary: Brian Mills Treasurer: Brian Mills

Attendance: 44 Members: 3 Visitors:

Apologies: Keith & Mary Simmons, Avril Mills, Warren Brown, Rodney O'Regan, Tony O'Rourke, Colin Trees, Karen Warbrick, Peter and Michelle Fitzsimmons, Jenny Pulling.

Visitors Names: John & Terry Stellema, Alan Greenland.

New Members: Alan & Carmel Greenland were voted in, welcome to our club.

Minutes from Previous meeting: as per magazine. Moved to accept as a true & correct record; Proposed: Ron Pulling Seconded: Hilton Tripp Carried

Business Arising:

Ron has suggested we get a sample windscreen banner for a cost of \$70 moved Ron Pulling Seconded Dick Fancourt Carried.

Although the club approved an expenditure for a caravan of \$4,000 at a previous meeting it was not moved or seconded. Ron Pulling moved a motion for the expenditure of \$4,000 for a caravan and repairs Seconded Dick Edwards Carried

The caravan is a 1968 Viscount Ambassador with an aluminium frame and was taken to Forster Trailers for repair, a new drawbar, hitch, brakes and lights were fitted, new tyres and rims were purchased and fitted. The caravan is currently in storage behind Col's place. Waiting on the weather to arrange a working day.

The issue of who would register the caravan was discussed, as we do not have a Secretary or Public Officer, Acting Secretary Brian Mills will register and insure the caravan in his name.

Treasurers Report: Presented by Brian Mills Balance \$9,675.64.

Accounts for Payment: Forster Trailers \$89.04, Jockey wheel \$57.95, Tyre Power \$330.00, Sunne Printing \$285.00. Australia post \$136.00

Moved by Brian Mills that the Treasurer's report be accepted. Seconded: Kevin Jones Carried

Correspondence In: Various club magazines by mail & email, Ken Mason ad for car parts, Marsh Insurance Compliance Certificate, Colin Trees car for sale. Post Box Renewal fee. Seniors Concert 1<sup>st</sup> June 10.00am & 2.00pm at Club Forster.

Correspond Out: emails re our events, Gary Cater funeral notice.

Moved by Brian Mills that the correspondence be accepted. Seconded: Lynn Nadjarian Carried

A minutes silence was held in remembrance of founding club member Gary Cater.

Nominations for Secretary: No one nominated for Secretary.

Events Report: As printed in magazine. Dick Fancourt advised that the Chrysler Club will be having a week at Hat Head, 28<sup>th</sup> April to the 5<sup>th</sup> May 2021, if you would like to join them contact Dick Fancourt. Laurie Curtin brought up the subject of the Heritage Day car display in May, Ron advised that we have not received an invitation as yet. John Amato advised that the Cessnock Air & Car Show would be on Saturday 14<sup>th</sup> March 2021. Ron Pulling advised there will be an All German Day Saturday 8<sup>th</sup> May 2021 at Newcastle.

General Business: After discussion on the advantages to have a Club printer, Ron Pulling moved that the Club buy a printer to the value of \$500.00 Seconded: Dick Fancourt. Carried. Ron Pulling requested permission from the club to work with Anna on the design of a updated Club Logo. Moved Ron Pulling Seconded: unknown. Carried.

Regalia: as per magazine, Brian Payne is putting in an order for Car Display boards, contact Brian if you are interested in obtaining one.

Members Spot: Victor Nadjarian gave an excellent talk on the creation of a special car he restored for his son, the talk was accompanied by slides detailing the restoration work, the donor car was a Rambler Hornet which Victor had converted to look like a Mercedes Benz. At the time Victor owned a workshop so he organised to have a 360 SL Mercedes front and a 230 Mercedes rear grafted onto the Rambler. The end result was a very special car.

Welfare: Judy Payne is recovering.

Motorfest: The motorfest team are Laurie Curtin, Victor Nadjarian and Lynn Thompson. The motorfest will be held on Sunday, 13 June which is the Queen's Birthday long weekend. There was a discussion about Covid regulations, Theme and PA systems, there was a discussion on which charity should benefit from the funds raised from the motorfest. A vote was held on four possible groups. A majority of members voted to have Palliative Care as the charity. This was then put to the members and was carried by a show of hands, after discussion it was decided that the motorfest team should decide on the theme and then produce a pamphlet as soon as possible. Dick Edwards asked if we could engage with the tourist population. Suggestions to be brought forward to the next meeting. Duncan suggested we should have small pamphlets to put up in shops and caravan parks. Ron replied we do this for motorfest and we could look at something for our sponsors to display.

Raffle: Kevin Jones was the lucky winner of the \$50.00 voucher donated by Tuncurry Beach Bowling Club, other winners Kerry Bales, Ian McInnes, Hilton Tripp, Mark Codling, Percy Newman.

Meeting Closed: 8.37 pm

Tuncurry Beach Bowling Club greatly supports our Club with the \$50.00 meal vouchers and allowing us to use the Auditorium for meetings, please support them in return.

# THE PRESIDENT'S PRATTLE

April 2021



Welcome to April 2021 .... The vaccine has arrived and lockdowns are no more (we pray). What a great effort our country has put in to manage the spread of this virus. We have learnt a lot, and some social practices have changed for ever (and for the good).

VALE - Ray O'Connor. Ray was a retired detective who had a distinguished career. He was a farmer and skilled horseman ... a member of the Light Horse Enactment Brigade. He loved swimming and was an active Lifesaver for many years. Ray passed away after a long illness on 10th March 2021. His memorial service was held on 31st March at the Catholic Church, Forster. Thank you to the members who attended the service. His sons, Michael and Bradley expressed their appreciation at our attendance.

**Secretary !!** Yes, we are still looking for a secretary. Too few people are doing too many jobs. Not good. We have 130 plus members and we can't find a secretary ... what does that tell you ? If you have any interest at all in helping the club out in this regard please talk to me or Brian.

Our 'mobile shed' is a reality. Repaired and registered, appropriately as an 'historic' vehicle. Pictures are later in this magazine. Still some work to be done ... new door, fitout inside and a repaint. We also have a storage area in Forster with easy access when we need it. Many thanks to all those who have helped get it to this stage. Brian is coordinating work on the caravan, so give him a call if you can assist.

Again we have an article in this magazine written by one of our members ... 'The Desperate Star' .... thank you Victor for providing a follow up to your 'members spot' at our last meeting ... gives those members who were not able to make the meeting a taste of your talk. If you have a story and would like to share it please give me a call and I can help you put it together.

Welcome to our newest members, Alan and Carmel Greenland. Alan is a local Real Estate Agent. I hope to catch up with you on a run soon (when you are not working).

I am unaware of any major health issues amongst our members. However, if you are unwell I wish you a speedy recovery.

Ron.

**Despite the high cost of living, it remains very popular.**

## GLHAC Events Report—

### **Monday 1<sup>st</sup> Moorland Scones & Coopernook Hotel**

A great day was had by all on our event day to Mooreland Scones and then back to Coopernook Hotel for lunch unfortunately our regular photographer Keith wasn't there due to a bad cold so no photos. Get well soon we all missed you.. Quite a few people turned up which was good and a few more turned up for the lunch at Coopernook. I believe about 13 turned up and Moorelands and 6 for lunch. Kevin and I took our little caravan hoping to stay the night and give our dogs a good run but unfortunately the grounds were closed due to the recent rain and since we were close decided to come home instead. I think everyone enjoyed the day and the lunch at Coopernook was great sitting out on the front verandah and everyone was really in a sociable mood. Thanks to Ros Harvey for being co-ordinator for the day. Looking forward to St. Patricks Day at Nabiac and Gloucester. Hope to see a good turnout. *Dianne Tipping*

Attending: Victor Nadjarian Merc, Bev Morrison Modern,  
Dick & Marcia Fancourt '62 Valiant, Kerry Bales - '70 MG,  
Garry & Sue Turney - '55 Chev,  
Kevin & Barbara Jones - 34 Buick 66382H,  
Kevin Barnard & Diane Tipping - '70 Holden 08545J,  
Harvey & Ros Haworth - '67 HR Holden 29676H

### **Saturday 6<sup>th</sup> Kafe Biru Coffee & Chat.**

Attending: 25 members. The first Saturday in March we had a big turnout for our coffee and chat. Everyone seemed to enjoy the nice autumn day catching up with friends

Kerry Bales - '70 MG, Bill Coultin - '39 Chev,  
Kevin & Barbara Jones - Dodge Phoenix 95354H,  
David & Jackson Neville - Austin 29603H,  
Tony O'Rorke & Karin Warbrick - Mini 51847H,  
Ron Pulling - BMW Convertible 95355H

In moderns Kevin Barnard & Diane Tipping, Brian Galloway, Bernie & Carol King, Peter Lancaster, Ian & Lesley McInnes, Brian McMurray & Victoria Hopper, Brian & Avril Mills, Bev Morrison, Rodney & Voula O'Regan, Garry & Sue Turney,

# GLHAC Events Report

## Wednesday 17<sup>th</sup> Bullring & Gloucester Park.

It was raining lightly, Keith & Mary Simmons, Max & Judy Smith waved us off from the rockpool, we had 9 for morning tea at the Forster Baths and 7 went onto Gloucester, where we met up with 6 members of Gloucester Auto Club. It had stopped raining and Kevin & Dianne cooked up a BBQ, Bev had green eggs with lettuce and green pickles.

Attending: Kevin Barnard & Dianne Tipping - Holden 08545J  
Harvey & Ros Haworth - Holden 29676H  
Bruce Yarnold Halflinger.  
In moderns Brian & Avril Mills, Bev Morrison, Ron & Jenny Pulling.



**CHRISTMAS Party BBQ at Bull Ring**  
Pictures taken by Jan Amato



David Birks & Betty Connerly



Marcia & Dick Fancourt



Clemens  
Brueggemann

Alex  
Apostolidis



Ros Howarth



Ross & Mavis Humphries



The Workers

Brian Mills

Albert Waldeck

# CHRISTMAS Party BBQ at Bull Ring

Pictures taken by Jan Amato



Lyn Thompson

Peter Lancaster



Bev Morrison



Kevin Barnard

Diane Tipping



Keith Simmons



Jenny and Ron Pulling



Percy Newman

**GLHAC Club Caravan .... *Work in Progress***



## "THE DESPERATE STAR"

We've all heard of Brenda Starr and Blaze Starr, but this is the true story about a lady who desperately wanted to be different and become a star amongst stars. After approximately two years of trials and tribulations, with the help of many friends and, of course, money, she came through her identity crisis to be christened Rambler Benz SN 420 (a.k.a. "The Desperate Star") in March 1989 with the blessing of the R.T.A. Officers at Kogarah.

This Rambler Benz belongs to my son, Simon, who, in late 1987, had his car written off by the Mildura Express. Thus he was seeking a 'last car' ... must be; solid, fast, have wide wheels and be a little different. In due course I came across a very well kept 1972 Rambler Hornet, mustard in colour with brown trim topped off with those magnificent flared guards. Wide wheelbase with short track - a good handling car by American standards. Alas, the car was not to Simon's taste. "Look, it will take 7" x 8" rims and the car will look different", I pleaded. "No, not good enough" replied Simon. At the time we had the business of "One Day Auto Paint" and my two employees and good friends, father and son, Hector and Daniel were asked if they would help us make the car different. Hector's eyes lit up, "I make anything you show me, I make" he said. What did we want? Simon and I have had many discussions about who came up with the original idea, but what can't be challenged is that I was the one that did all the running around and worrying if the project would ever be finished. With the help of John and George at Mortdale Spares I began to borrow



lights, bumper bars and grills to see what would suit the Rambler Hornet's dimensions. The end result being a complete front grill, lights and blinkers of a 350.S1 sports. The rear was designed by cutting a new beaver tail from a 280.E, so as to accommodate the rear lights which came from a 280.CE which has the extra chrome below the lights. Bumper bars became a problem as most of the Mercedes range of cars are approximately 12" x 14" wider than the Rambler but finally the 230.E bars with the rubber ends became the choice. I can't remember the exact details but keeping in mind the Rambler was a narrower car, the grill had to be cut and shortened to fit. A brief summary is as follows :-

With the guards intact, the whole front of the Rambler was removed just leaving the main frame surround around the radiator area. The next step was to make a box like section to take the Mercedes lights only. On completion the guards were cut to shape and the new section welded together. Next the bonnet - Hector cleverly cut the outer skin from the bonnet but left the frame intact, i.e. the reinforced section under the outer skin. Cutting the grill to fit between the two lights and altering the angle (point) of the grill, he manufactured and shaped a piece to the Mercedes bonnet design. Welding the new section to the existing bonnet and presto! it began to look like a Mercedes. He made up new bumper bar brackets and then manufactured the gravel tray under complete with grill. I might add the wheel arches were cut near the front to accommodate the bigger tyres when the car was on full lock (we forgot nothing) . Now to the Rear - The new Mercedes beaver tail was cut at both ends as we required only the section that held the lights and subsequently joined on to the Rambler beaver tail. The rear guards were cut and shaped to take the curvature of the lights. All was well but the boot lid fell approximately 2" short, so again a sheet metal piece was welded on to the existing boot and the





overhand covered the taillights like on the original Mercedes model. To avoid boot lock with button, a cable boot release was installed (less complicated). Rear bumper bar brackets were made, bar installed and, once again, a new gravel tray made up to finish the car off. With all the Mercedes Benz lights, the wiring loom was altered with Mercedes Benz plugs etc. As the bonnet had been altered, a new radiator was manufactured incorporating an auto transmission oil cooler. Naturally there were many small irritating problems that had to be overcome but that will suffice for now. The

whole car, including inside the doors, engine bar and boot was re-sprayed with Glasurite Mercedes grey metallic D8944. At this stage Simon seemed pleased enough but I said "the existing motor has to go". The project came to a halt temporarily. Looking through the Trading Post, I came across a Rambler Hornet fitted with a 302 Windsor complete with C4 Ford automatic gearbox. I made enquiries about same and eventually bought the car. We removed motor and gearbox, tailshaft, fitted our original 4.2 6 cylinder motor into car and sold it promptly with a nice profit. Now, I might add, the placement and workmanship of the engine mounts left a lot to be desired and definitely had no engineers report. At this stage one feels like giving up but with a little rest and further encouragement, we located John from J.C. Fabrication who proficiently installed the motor and gearbox at a cost of \$1,200.00, which sounds a lot but was money well spent, as I will elaborate later. Beforehand, the motor was completely re-built. New valves, guides, pistons, bearings, oil pump, water pump etc. The camshaft was slightly altered. The gearbox was given the same treatment and completely re-built. The Rambler has a solid 9" differential which was checked and remains standard. The suspension was altered slightly in height only to accommodate the 235x60x14 front tyres and the 245x60x14 rear tyres. Large discs front and big drum rear brakes pull car up admirably.



Simon used the car solidly for three months going to South Australia, Broken Hill and Queensland, and, oh by now he was thrilled to bits! Luck has it that I then took over while I began restoring my 280.SE.3.5 sedan. The first major problem arose when the exhaust pipe kept hitting under the car and thinking things rather crowded underneath, I installed a 2" exhaust system all the way from the headers. I returned to the exhaust place to have it reset two weeks later as I had the same knocking. Sensing something was not quite right, I took it back to John at J.C. Fabrications who immediately put it on the hoist and began looking. To my surprise, where the original engine mounting brackets come from the cross member had been reallocated forward 21/2". With all the torque, rough roads and constant braking, the mounting was beginning to tear away from the cross member. With most conversions, two support rods come from the top of the motor to the firewall but because of the Rambler's design and placement of the brake booster, John was unable to do so. Without further ado he redesigned the engine mountings with support coming from the two chassis rails parallel to the motor. He apologised and added that conver-

sions are a matter of experience, trial and error. No charge was made and the car has now travelled approximately 20,000 klms. without further troubles. The trim has been re-done in light and dark grey velour with light grey carpets . We have a lot of fun driving the car and most of this comes from the reaction of fellow motorists who often follow us and ask "what is it?". It reads Mercedes but when they hear the V8 (deep throated rumble) it really puzzles them, especially the conservative types. In conclusion, restorations are long, frustrating, consume lots of time and dollars, require perseverance and finally give a sense of achievement and satisfaction. Rambler Benz is different, fast and reliable. I would like to organise a club day at Oran Park with 6.9 and 6.3 members for fun 1/4 mile times. P.S. There is a sad footnote to this story as Hector Nadalin, who did so much of the restoration of my 220 coupe and 280 sedan plus Rambler Benz died of cancer last year. SN 420 is a tribute to his creative ability.



**Victor Nagjarian**

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# TRIUMPH WINS BONDI DRAGS

## “I WANT YOUR NAME, ADDRESS AND DRIVER’S LICENCE”

If one heard that demand today one could be excused in thinking that it was simply a prerequisite question from a sales assistant at an Optus shop. But, on Sunday 28 June 1930, it had a far more menacing tone. That demand was being made by a squadron of police under Traffic Superintendent Bennetts and Inspector Delany of Paddington. It was being directed to the 60-odd entrants and officials of the New South Wales Light Car Club who were participating in the Club’s very first event – “acceleration tests” at Marine Drive (now known as Queen Elizabeth Drive), Bondi Beach.

The event had the blessing of the local council and, indeed, the Mayor, Mr David Hunter, was present. Waverley Council had made available the whole of the inner section of the Drive, which provided a splendid “quarter” of concrete, plenty of width with a centre line, plus an adequate stretch to pull up beyond the finishing line.

The curvature of the road mitigated against fast times.

Barricades kept the crowd back – estimated at 5,000 – on one side whilst the railing on the beach side served the same purpose on the other. Barricades had also been erected to close the road.

The cars were split into five (5) classes:

Up to 850cc

851cc to 1100cc

1101cc to 1500cc

1501cc to 2000cc

Supercharged up to 2000cc

And the format for the day was:

Standing start acceleration tests for each car to establish the fastest in each class.

To establish an overall winner, cars were then to race in pairs, on a handicap basis, with the winner progressing through to the next round until a “final” was reached. Any entrant improving their individual time by more than 5% was to be disqualified.

Midway through the event, the police, who had been watching, undertook its “raid” – all the cars that had so far taken part were booked. That order had come from the Head of Traffic Branch. The cars had no right to take over a public thoroughfare and open exhausts were forbidden.

After officials from all sides got down to just talking through the issue, it was discovered that LCC officials had not applied for the appropriate Police Permit, thinking that the Council approval was sufficient. The Police, in turn, relented and allowed the event to continue “at the competitor’s own risk”.

As one would expect, it was the knockout stage that created the racing controversy. Mr W.B. “Bill” Thompson, three (3) time winner of the Australian Grand Prix, had set the fastest time of 19.2 seconds in his Bugatti but, alas, he was knocked out by Mrs. J.A.S. Jones, the wife of the former Lithgow brewer, in her Alfa Romeo. In defeating him she recorded 18.6 seconds – equivalent to an average speed of 70 mph. Her sweet taste of success was short lived, however, as she fell foul of the 5% rule and was disqualified.

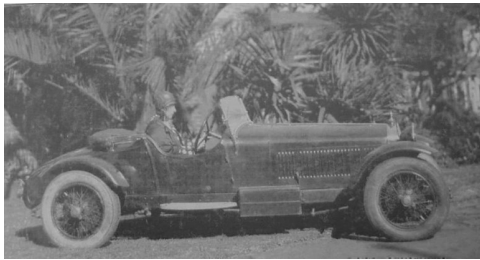
Many male competitors were somewhat put out by Mrs Jones’ time and sought permission for an additional run to try to better it. But they all failed. Mr A.E.C. “Charlie” East’s Triumph, driven by Bill Lowrie, went on to win both his class and the knockout competition and Mrs Jones went home with the fastest time of the day.

The media reports of the day were very favourable toward the Light Car Club and the way that the event was conducted, with Mrs Jones driving skill being praised, in particular. At one stage, a local dog wandered onto the course looking to claim its territory. Mrs Jones, under full acceleration, put the Alfa into a skid and adroitly avoided the startled canine, much to the delight of all.

For that first event the Light Car Club introduced a novel form of headgear – berets. Quite well received as well. One newspaper (Referee 2 July 1930 page 25) reported that whilst attractive and jaunty, it made a few competitors look “sheepish”, but added: They haven’t cultivated that air of blasé nonchalance exhibited by the members of the Victorian Light Car Club.

The New South Wales Light Car Club merged with the New South Wales Sporting Car Club in 1945 to form the Australian Sporting Car Club (ASCC) and was quite active up to 1980. After a dormant decade, the ASCC was reformed in 2001 and is now based in Orange, NSW.

No further “legal” drag races were ever held at Bondi Beach, so 90 years later bragging rights remain very much with Triumph and Mrs Jones’ Alfa Romeo.



Mrs J.A.S. Jones, born Nina Vida Harris, was a well-known and highly regarded driver and entrant of the 1920’s and 30’s. She was one of the pioneers of Australian motor sport and her 1929 Alfa Romeo 6C1750 SS Zagato played a significant part in the sport well into the 1950’s being “much raced, climbed, trialled, crashed, bashed and modified before being rescued and then fully restored”.

Purchasing the 6C1750 during a trip to Milan in 1929, it was immediately one of the fastest cars in the country, and brought Mrs Jones considerable success, particularly in the staple events being then organised by NSW Royal Automobile Club and NSW Light Car Club – acceleration tests, hill climbs and average speed distance runs.

These photographs show Mrs Jones in her new car the day after it arrived in Australia and a more current one of a 1929 Alfa Romeo 6C1750 SS Zagato ... worth millions today!

Sources:

Sydney Morning Herald 16 August 1928

Daily Telegraph 1 January 1929

Sydney Morning Herald 9 July 1929

Sun 28 June 1930

Truth 29 June 1930

Lithgow Mercury 30 June 1930

Referee 2 July 1930

Farmer and Settler 1 December 1932

Lithgow Mercury 22 March 1954

[www.primotipo.com/2018/02/15/mrs-jas-jones-alfa-6c-1750-ss-zagato](http://www.primotipo.com/2018/02/15/mrs-jas-jones-alfa-6c-1750-ss-zagato)

[www.speedwayandroadracehistory.com/sydney-bondi-beach](http://www.speedwayandroadracehistory.com/sydney-bondi-beach)

Col Allerdice

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# MIX MECHANICAL REPAIRS



Well known local mechanic Michael has over 25 years experience working on all makes and models of cars, 4WD's, caravans, trailers, and machinery. Michael has opened a new immaculate, modern, high tech workshop in Tuncurry. His professional, dedicated and friendly team at Mix Mechanical Repairs will ensure that your vehicle is maintained and repaired to the highest quality, with workmanship that you can trust. He takes enormous pride in his work and uses the best in oils, batteries and parts on all vehicles.

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- All mechanical and electrical repairs in a modern, high tech workshop
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- Brakes, Clutch, Radiators, Exhausts, Fuel Injection, Suspension, Diagnostic Equipment and more
- Pink Slips (including LPG), Safety/Warranty/Pre-Purchase Inspections
- High quality Delkor Calcium Batteries @ discounted prices (3 year warranty Passenger - 2 year warranty Commercial) including Deep Cycle, Marine, Golf Cart/Buggy batteries
- Breakdown service

**Hours:** Monday - Friday 8am - 5pm  
Saturday - 8am - 12pm

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## **New-car sales increased for the fourth month in a row during February 2021, after a 31 month decline.**

Australian new-car sales have surged for the fourth month in a row, despite ongoing stock shortages due to production delays caused by the coronavirus crisis.

Official figures just released by the **Federal Chamber of Automotive Industries** show 83,977 new motor vehicles were reported as sold during February 2021, an increase of 5.1 per cent compared to the same month last year (79,940).

Prior to November 2020, the car industry had reported **31 months in a row** of sales decline – the longest slump since the Global Financial Crisis of a decade ago.

Despite the positive signs, sales still lagged 6.4 per cent behind the five year rolling average for February (89,702).

Chinese manufacturer **MG** broke into the top 10 for the first time, finishing the month in eighth place after reporting 3017 vehicles as sold. This represents a year-on-year increase of 160.3 per cent for the month of February. Only **GWM** and **Hyundai**-subsidiary **Genesis** recorded greater margins of year-on-year growth.

Utes continued to dominate the market, with the **Toyota HiLux** (4808) and **Ford Ranger** (2900) maintaining their existing **one-two lead**.

However, sales of the **Isuzu D-Max** were up an impressive 68.6 per cent year-on-year, slotting the new-generation ute into third place in the combined 4x2 and 4x4 ute market and 7th place outright. The **Mitsubishi Triton** was also competitive, finishing 4th among utes, and 8th place overall.

Tony Weber – the chief executive of the FCAI – said the results showed confidence in the market was continuing to grow: “During the past four months we have seen an increase of 10.6 per cent in new vehicles and this has been reflected with strong growth in NSW, Queensland, Western Australia, South Australia and the Northern Territory in February 2021.

The sales reduction in Victoria can be attributed to the COVID 19 restrictions that were put in place during the month.”

“We remain confident that this trend of growth will continue in an environment where business operating conditions continue to normalise,” he said in a media statement.

### **The market**

New-car sales in February 2021 were up **5.1 per cent** compared to the same month in 2020, with 83,977 vehicles reported as sold. It was the **fourth** monthly year-on-year growth after 31 continuous months of decline.

## GLHAC

### Treasurers Report February 2021

Credit Bal forward 1 <sup>st</sup> February 2021	\$10,037.93
Income	<u>\$292.31</u>
	\$10,037.93
Expenses	<b>-\$1,838.63</b>
Plus O/S cheque	<u>\$1,184.03</u>
Balance as per Statement	<u>\$9,675.64</u>
CBA IBD \$15,000.00 @ 0.8% maturing 10/08/2021	

## SHARE a Recipe

### BANANAS IN SEASON

#### BANANA FLUFF

Skin 4 bananas, mash them and beat with a fork until quite smooth. Dissolve a pint packet of Lemon Jelly in a half pint of boiling water and mix into banana pulp. Whisk a quarter pint of cream to a froth and add the other ingredients with sufficient milk to fill a pint mould.

#### BANANA MUDDA

(Dumplings) 6 or 8 peeled green bananas 2 cups milk 2 or 3 ripe bananas 2 cups water 1 teaspoon salt Grate bananas and add salt. Place milk and water in saucepan. When boiling drop in the grated banana with a tablespoon making separate dumplings. Cook gently for 15 minutes. Serve with fish, meat or golden syrup.

#### BANANAS—PICKLED

6 bananas 1 pound sugar Spice 1/2 cup malt vinegar Tie in a piece of muslin 1/4 teaspoon each mace, cloves and 1/2 teaspoon cinnamon. Boil Vinegar and sugar with spices and simmer until well blended. Cut bananas lengthwise in 3 slices and boil in syrup until soft. Leave to cool in syrup then drain. Serve with cold meat. The pickle can be used again.

#### BANANA SAVOURY

Peel 2 bananas (not too ripe). Cut each banana into small lengths. Season with sally and a little cayenne then dip each in beaten egg and roll in fine bread crumbs. Fry a golden brown in hot butter. Serve hot on small fingers of toast.

# Battery metal shortage fears for EVs

## ***Metals used in EV batteries may hold back supply, increase vehicle costs***

IN THE race towards the electrification of transport, it appears a lot of things – including finding enough special metals to make batteries and even making enough electricity to charge those batteries – are heading for some serious pitfalls.

Battery demand for EVs, hybrids and plug-in hybrids is booming. Global number-cruncher Statista says that in 2020, the global demand for EV batteries was 110 gigawatt hours.

“This value is expected to increase drastically on a global scale, with a predicted demand of 6530 gigawatt hours in 2050, which is about 600 times the value at the beginning of the forecast period,” it said.

It is the metals that make up the batteries, and also the electric motors, that is becoming the sticking point as demand for EVs is expected to race ahead of supply.

These metals are predominantly cobalt and lithium. The good news is that both have good reserves around the world and both are recyclable.

The bad news is that the actual mineable resources are weak and, in the case of cobalt, contained predominantly in the Democratic Republic of Congo (DRC) that has been plagued by poor worker conditions, use of child labour and more recently, by China buying the larger producers.

An example of renewed interest in cobalt is that China Molybdenum last year bought a 95 per cent share in the Kisanfu copper-cobalt project in the DRC for \$US550 million (\$A711 million). In 2016, the seller, Freeport, had tried unsuccessfully to sell the project for \$US50m (\$A65m).

Cobalt is a by-product of nickel and copper mines and to a degree relies on those sister metals for future mine viability.

The price of cobalt is now around \$US20 (\$A26) a pound. In May 2018, it was \$US43/lb (\$A56/lb) as the EV and mobile phone businesses ramped up. It is predicted that within 20 years, cobalt will be about \$US30/lb (\$A39/lb).

But though the price of cobalt appears attractive in the long term, the concern is that batteries for EVs will require 1000 times more cobalt than batteries for mobile phones and other electronic equipment – and it is the supply of cobalt that is the issue.

Cobalt is used in the battery cathode to provide stability and to maintain the battery's cycle life. It also is less likely to ignite than some alternative metals.

The metal has alternatives – manganese is the current favourite – and Tesla is one battery-maker leading the charge to significantly reducing cobalt in batteries to save on cost.

Cathodes with nickel-manganese-cobalt chemistries (NCA) with ratios of eight parts nickel to one part cobalt and one part aluminium (NMC 811) are expected to be the battery of choice for EV-makers going forward. Tesla has for the past year supplied a portion of its new EVs made in China with lithium iron phosphate (LFP) batteries, using no cobalt.

One Tesla Model S has batteries that contain about 4.5kg of cobalt, according to analysts Benchmark Mineral Intelligence.

The second metal of importance is lithium. It is crucial in most electrification products because it is at the core of lithium-ion batteries used in EVs.

The good news is that it's everywhere but it is in varying degrees of quality and location. Australia is the biggest supplier to the world lithium markets.

Car-makers including Toyota and Mitsubishi have invested directly in lithium mines around the world because they realise that unlike cobalt, there is no substitute for lithium and it is expected to remain the foundation of all lithium-ion EV battery chemistries for the foreseeable future.

As an example of how much is needed, one Tesla S with a 70kWh battery uses 63kg of lithium carbonate equivalent (LCE). LCE is the standard industry measure of lithium production which includes lithium carbonate and lithium hydroxide, both used in EV batteries.

Lithium carbonate prices are currently at a high of \$US12,600 (\$A16,300) a tonne, the same as the record high achieved in August 2018. The outlook by Benchmark Mineral Intelligence is that the price is expected to continue as demand is close to outstripping supply and mines in Chile could be threatened by political changes.

Copper is also used in an EV's electric motor and wiring and there's four times more copper in an EV as a conventional ICE car. Copper is also vital for public charging stations. Consultancy Wood Mackenzie estimates that by 2030 there will be more than 20 million residential EV charging stations requiring 250 per cent more copper while one of the world's biggest public charging station makers is targeting a 50-fold increase by 2025.

Nickel is necessary because it provides the energy density that gives the battery its power and range. Increasing the amount of nickel in a battery cathode increases its power and range.

It is used in both of the dominant battery types for EVs, the nickel-manganese-cobalt (NMC) battery used in the Nissan Leaf and BMW i3, and the nickel-cobalt-aluminium (NCA) battery manufactured by Panasonic/Tesla.

As pressure mounts for battery and EV makers to grapple for available metal supplies, it's interesting to look at what Toyota is doing.

It is poised to produce an EV city car – for Europe – but aside from the fuel-cell Mirai, the brand has not been a strong producer of EVs.

It has also previously shied away from using lithium-ion batteries, preferring the more conservative (and large and heavy) nickel-metal-hydride for its hybrids.

The reason appears to be that Toyota can use the same raw materials to make up to 25 batteries for its hybrids as is needed for one battery for an EV. More cars for the same amount of raw battery metals? No brainer.

**By Neil Dowling**  
Go Auto Newsletter



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# VALE Ray O'Connor 21/6/1934 - 10/3/2021

Our club wishes to express our condolences to Michael and Bradley, sons, and to the extended O'Connor family, on the loss of your dad and patriarch.

After Ray retired, he moved here to Forster. His love of cars led him to join our club. He was an active member, was often outspoken but was prepared to help out where he could. Besides a number of runs, Ray was responsible for our first (and only) very successful organisation of the HUB Rally in our area.

Ray had a colourful life. He was a detective, rising to commissioner, receiving two citations and joining The Flying Squad, He was a farmer, an aviator, a Lighthouse Brigade Re-enactment member, a surf life saver ( very good swimmer) where he crewed with fellow clubman, Ron Gallagher. He was a devoted member of the Coastal Patrol in Forster.

We knew Ray as a car lover. He is pictured here with just two of the many cars he owned.



Many thanks to our members who attended his memorial service.



## GLHAC Logo Update

Recently our members voted to review and update our logo which, in it's original design, was difficult to embroider and to use with various coloured backgrounds. Here is the result.



# Hydrogen: help or hype?

Hydrogen can be used for transport, however, due to energy losses in the process of creating and supplying hydrogen, they are less efficient than battery electric vehicles (BEVs).

Much is being made of the announcement that at the Tokyo Olympic Games next year, hydrogen will burn in the Olympic torch and even power the athletes' village. By some accounts, in the not-too-distant future we'll all be using this high-energy, 'clean' fuel to run our cars, heat our homes, cook our food and power our electric appliances. But as we transition to a low-carbon energy system, how much of this posited 'hydrogen economy' is realistic, and how much is hype?

Australian federal and state governments are working on a hydrogen strategy document to be completed by the end of this year. Renew Magazine's energy projects team takes a brief look at some of the team's findings.

## What is hydrogen?

Hydrogen is a gas which burns very cleanly, leaving behind only water vapour. It can be used to generate heat or electricity, including for use in transport, with no greenhouse gas emissions. It can act as energy storage and can also be transported, opening the door for energy export. However, thus far its use for energy purposes has been very limited. Currently, it is produced from fossil fuels and used in industries such as metalworking, glass and electronics.

The main barrier to more widespread use has been obtaining the hydrogen—unlike fossil fuels there are no geological deposits; instead renewable hydrogen must be created by splitting water, a process that requires energy. (In fact, more energy must be expended to create it than the hydrogen contains.) Thus, hydrogen is only a carrier of energy rather than an energy source.

When produced using renewably generated energy such as solar and wind, hydrogen is a renewable, emission-free fuel. Its main downside is inefficiency, because the required conversions waste a lot of the original energy in losses.

# Renewable energy for transport: Hydrogen vs batteries

A heavily promoted use of hydrogen is for transportation. In a fuel cell electric vehicle (FCEV), hydrogen from the car's fuel tank is fed into a fuel cell which generates electricity. This is then stored temporarily in a small battery and used to power the car's electric motor.

Because of the significant energy losses in the process of creating and supplying hydrogen, an FCEV is much less efficient than a battery electric vehicle (BEV) in which renewable electricity is used more directly via the car's larger battery.

Figure 1 illustrates how energy losses accumulate:

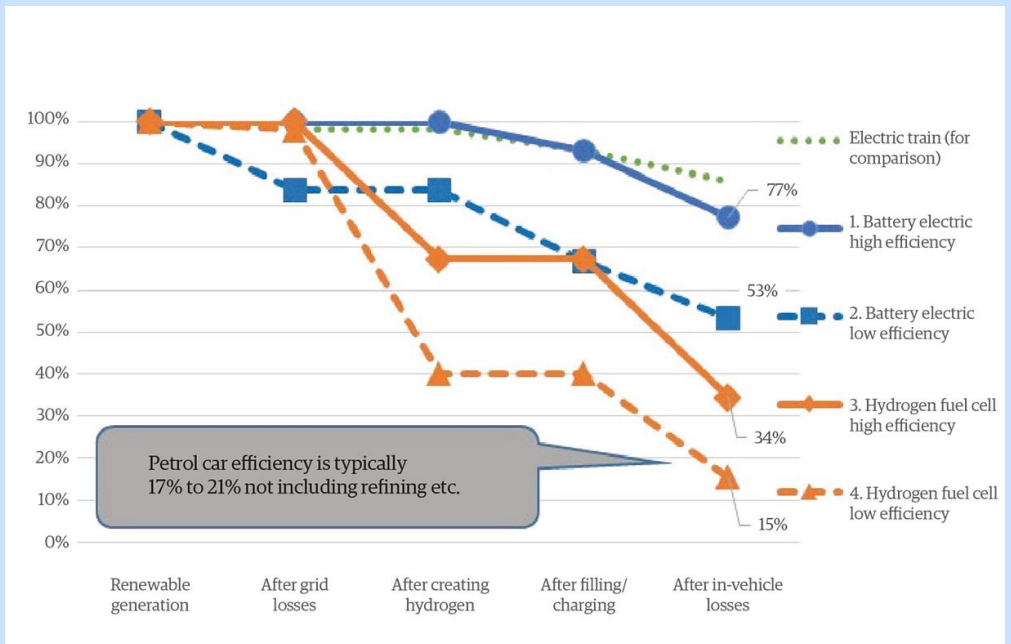


Figure 1. Electric vehicle efficiency. Scenarios modelled: 1. A battery electric vehicle (BEV) is charged at home from rooftop solar using a well-sized charger. 2. A BEV is fast-charged at night at a shopping centre using electricity generated at a remote wind farm as part of a 100% renewable grid. 3. A fuel cell electric vehicle (FCEV) equipped with a relatively efficient fuel cell is filled at a station with hydrogen produced with a high-efficiency electrolyser and compressor. 4. A FCEV equipped with a less-

efficient fuel cell is filled at a station with hydrogen produced with lower-efficiency electrolyser and compressor.

Although these numbers include many uncertainties, when comparing the range of results in these four scenarios it's clear that renewable hydrogen is an inefficient option to propel a vehicle, compared to using renewable electricity via a battery. Figure 2 presents this in a different way, showing how many more solar panels would be required for a daily 30 km commute using hydrogen and an FCEV than using a BEV.

FCEVs also face a chicken-and-egg problem; manufacturers won't export them to Australia until there's a refuelling network, but investors won't build the fuelling stations until they're confident of business.

The CSIRO is relatively optimistic about the economics of hydrogen for road transport ([bit.ly/csiro-nhr](http://bit.ly/csiro-nhr)), but its study considered only vehicles powered by fossil fuel rather than batteries, which are the real competitor for hydrogen vehicles. In a few years a BEV's running cost will be much lower than a petrol car's. Because of this and the relative inefficiencies of FCEVs, we conclude that Australia should not devote resources to a network of hydrogen refuelling stations. Such efforts should instead be devoted to chargers for BEVs.

Since hydrogen is a relatively inefficient carrier of renewable electricity, it requires more generators to supply it. For example, it would take five solar panels to power a battery electric vehicle (BEV) on a daily 30 km round-trip commute (in Sydney, on an annual average basis). On the other hand, a fuel cell electric vehicle (FCEV) would require 14 panels to generate the hydrogen needed for the same commute: 2.8 times as many as the BEV. This is based on averages of the 'high' and 'low' scenario efficiencies in Figure 1.

## **Ammonia: Hydrogen in disguise**

Shipping hydrogen is very challenging-It must be either pressurised or liquefied, and both option involve heavy energy losses and other practical difficulties. An alternative is to create and transport ammonia. This gas can be produced from renewable hydrogen, shipped more easily in a standard type of ship much more efficiently than hydrogen, and then converted back or used as a fuel itself. It emits no carbon dioxide when burnt.

## Conclusion

So, is hydrogen a help or just hype? As with most things, the answer lies somewhere in between.

For a fast transition to a low-carbon energy system, we must make maximum use of renewable energy such as wind and solar. The most efficient use of renewable electricity is to employ it directly via transmission lines or via energy storage. If it's converted into hydrogen, much of its energy is lost in the process. For road transport we believe resources should be devoted to battery electric vehicle chargers rather than to a network of hydrogen refuelling stations for FCEVs.

Proposals exist to supply hydrogen produced from fossil fuels. Such proposals have been termed 'brown hydrogen' and should be viewed critically for their impact on climate change. Most make little sense, as oil, gas and black coal are easier to handle and transport than hydrogen. A variant is 'blue hydrogen', which still uses fossil fuels but adds the unrealistic suggestion of carbon capture and storage (CCS) to clean up its emissions.

Water consumption is significant: it takes nine litres of water to produce a kilogram of renewable hydrogen. The impact on our water supplies can be managed by using recycled water and desalination, but this will increase hydrogen's cost over currently published estimates. Also, safety issues must be managed when transporting hydrogen or ammonia.

However, renewably generated hydrogen is potentially useful in several niche applications. For export to energy-poor countries, hydrogen's inefficiency is countered by Australia's high-quality renewable resources and abundance of land. In a low-carbon future, hydrogen could replace our present fossil fuel exports. To ease shipping challenges, hydrogen may be converted into ammonia.

Within Australia, hydrogen may be very useful for inter-seasonal storage as we approach a fully renewable electricity grid, and perhaps to supplement solar and wind power for off-grid communities.

For deeper analysis and references, please refer to the discussion paper on the RE-NEW website: [renew.org.au/research/hydrogen-help-or-hype](https://renew.org.au/research/hydrogen-help-or-hype)

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## **Club Plated Vehicles ... HVS Conditional Registration.**

1. When putting your vehicle on HVS for the first time, you will need to supply a photograph of the vehicle and be a financial club member.
2. The first step in registering your vehicle is to have your **vehicle viewed for period compliance** by the club registrar, John Amato — ring John on 0401 937 964 to arrange a viewing.
3. A Historic Vehicle Declaration (Form 1259) and an Application for Conditional Registration (form 1246) must be obtained from Service NSW and completed for the vehicle, signed by the club registrar and stamped with our club GLHAC stamp. (take completed form with you).
4. You must obtain a paper “Pink Slip” (safety report), check that your mechanic has paper “pink slips” when booking in as not all do.
5. Photocopy all paperwork as you will need to provide the registrar with copies of all forms. Take the completed Forms (1246 + 1259) plus the “pink slip” along with proof of identity, and ownership of vehicle to Service NSW and pay the registration and one-off plate fee.
6. It is a club requirement that you insure your vehicle. (very reasonable comprehensive insurance for HVS vehicles is obtainable from SHANNONS or NRMA VVC Classic Insurance.)
7. It is a requirement that you provide the club registrar with copies of all documents. i.e. Completed rego forms, “pink slip”, registration paper and insurance coverage plus a vehicle photo with plates attached.
8. All non club use of the vehicle must be entered in your logbook, (this includes a mechanic taking it for a test drive.)

**When participating in club events a copy of our magazine or events calendar must be carried, you must keep the purple RMS “certificate of approved operations” in your vehicle.**

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