

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

EXHAUST NOTES

Jan / February 2021



Restoration:

**1956 DeSoto SP25A-2
Diplomat Plaza Utility**

(see story inside)

**The
'HOLDON'**

**(see 'My
Second
Car' Story)**



Also in this issue:

**Car Aero Dynamics
Mille Miglia 2018
Wearing Masks in a Car !!
VFACTS—2020 Wrap up**

EXHAUST NOTES

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

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Disclaimer

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Life Members

Chris Goodsell , Ross Humphries, Ray Sonter , Peter Darbin

Magazines LINK <https://jmp.sh/jYkEZhG>

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 2020

**Club Vehicle Display
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 + freight if req' urgently**



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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 April 2021

Please advise if going direct Brian Mills 0427 311823 . On all our events you are welcome to attend any part thereof feel free to come along and enjoy the company

Only 2 events per month – to be reviewed February 2021

all events are BYO morning tea except for the Club supplied events

no lunches are organised – after the morning tea feel free to have lunch at a nearby venue

PLEASE DO NOT ATTEND IF YOU HAVE ANY FLUE LIKE SYMPTOMS

February 2021

- Wed 3rd 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 6th 10.00am Go direct to Kafe Biru for a coffee and chat.
Wed 10th Depart rockpool at 9.30am for a BYO morning tea at Manning Pt. Park.
Fri 26th Depart rockpool at 9.30am for a BYO morning tea at Brambles Reserve, bring chairs.

March 2021

- March 3rd 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 6th 10.00am Go direct to Kafe Biru for a coffee and chat.
Wed 17th Depart rockpool at 11.30am for a BYO St Patrick's Day themed lunch, there is BBQ's there, wear something green and maybe bring along some green sausages.
Sat 27th Depart rockpool at 9.30am for a BYO morning tea at Wallaby Pt. park, bring chairs.

April 2021

- Wed 7th 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.



ANNA'S TROPHIES & EMBROIDERY

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MONTHLY MEETING OF GREAT LABES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club on 2nd December 2020

Meeting opened: 7.10pm

Chairman: Ron Pulling: Secretary: David Birks Treasurer: Brian Mills

Attendance: 63 Members: 3 Visitors:

Apologies: Michael Power, Grace & John Figgis, Michael & Suzanne Elderfield,

Ray O'Connor, Colin Trees, Wally Spychala.

Visitors Names: Brian McMurry, Tony O'Rorke, Karin Warbrick.

New Members: Brian McMurry and Tony O'Rorke, Welcome to our Club.

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

Business Arising:

Club Caravan to be taken to Albert Waldoock's home when ready,

Treasurers Report: Presented by Brian Mills Balance \$10,561.90 includes \$402.00 members benefits. \$15,000.00 IBD maturing on the 10/08/202 @ 0.8%. Moved Brian Mills Sec: Charley Brassington – Carried

Accounts for Payment: Marsh Insurance \$684.93 Moved Brian Mills Seconded: Brian Payne – Carried Correspondence In: Various club magazines by mail & email, Stephen Bromhead re grants, Marsh Insurance \$684.93, emails re our events,

Correspond Out: emails re our events,

Events Report: As printed in magazine, upcoming events:

Thurs 3rd BYO Morning tea at Blackhead Beach, bring chairs.

Sat 5th Go Direct 10.00am Coffee & Chat at Kafe Biru, Darawank

Tues 8th BYO morning tea at Smiths Lake (Near Frothy Coffee)

January 8th there will be a Club supplied Blue Hawaii themed lunch at Kevin & Dianne's house restricted to 30 Club members.

There was a discussion on having a Christmas BBQ now that we can have 50 outdoors, it was approved on a show of hands – to be advised as the weather is uncertain, suggested date around 14th to 16th December, details to follow.

General Business:

Discussion on Club identification plates – further investigation needed.

Regalia: as per magazine, see Brian Payne

Welfare: Michael Power is in hospital.

Members Spot: Christmas festivities began with distribution of a trivia quiz, a "guess who" about Rodney O'Regan, he has had a very interesting life, then guessing competitions and lots of raffles, Santa delivered a gift to all present, everyone enjoyed the festivities.

Meeting Closed: 9.30 pm

THE PRESIDENT'S PRATTLE

February 2021



Welcome to 2021. Happy New Year to you all. Signs are good that '21 will be a considerably freer, productive and prosperous year than the past 12 months. Hopefully that means more opportunities for club events.

VALE – Alan Price. Alan was a retired mechanic and auto dealer owner, who together with his wife Pat joined our club in 2003. Alan passed away early in December and his funeral was held at the Anglican church in Tun-curry on 14th December. I would like to thank the many members who brought their classic cars as a tribute, and to support Pat and the Price family. Many of our members who attended did not know Alan. A testament in itself to the friendship and loyalty our members have.

We finished 2020 with a bang. No Christmas Party, but a fun night at our December meeting, and, then by luck of Covid-19 rule changes, a BBQ at the Bullring. Thanks to Rodney O'Reagan for kicking off our 'Members Spot' meeting party with a very interesting and funny 'Who Am I'. Ordering Maccas by morse code was an innovation that shows just how far technology has advanced (or NOT). Thanks also to your events team who with raffles, giveaways and quizzes, and Santa Claus, put on an enjoyable festive season celebration. It was soooo good the club was closing around us.

We had a new secretary !! David Birks enthusiastically joined our committee at the AGM in December. However, David has since been diagnosed with a serious health problem which has severely limited his capacity to do anything. He has had to resign. So we are again looking to fill the role of Secretary.

Our club continues to grow. Welcome to our new members, Brian McMurray & Victoria Holt and Tony O'Rorke & Karin Warbrick who were voted in at our December meeting. I look forward to catching up with you all at an event soon.

In this magazine we again have two story contributions from our members. As editor (also) I enjoy including member contributions ... so keep them coming. Dick Fancourt has a great article on the restoration of a DeSoto Ute, and Laurie Curtin has followed his 'First Car' story from last magazine with his story 'My Second Car' a story about the 'HOLDON' (see pic front cover).

At recent meetings we have discussed a 'mobile shed' concept that would store all of the club's equipment and files etc... This concept is now a reality. We have acquired an old caravan from our member Peter Fitzsimmons ... thank you Peter ... which requires some work, and is now located at Albert Waldock's property ... thank you Albert. Thanks to those that have helped in getting it from its original location at Failford to Alberts. It will have some work on the tow bar, axle, wheels etc done by the professionals at Forster Trailers. Once the van is legally towable it will need some fitout work by our members. A valuable asset, created by our members. Thanks to all involved.

We have a couple of our members who have had hospitalisation recently, but thankfully are home and recovering. I believe Ray O'Connor is currently not well. I wish you all a speedy recovery and hope to see you on a run in the near future.

Ron Pulling.

GLHAC Events Report—December 2020

Thursday 3rd Blackhead Foreshore BYO morning tea.

14 club members to a chance on the overcast weather and drove to foreshore park at Blackhead for morning tea, after an hour it started to mist rain so everyone went home. It was good to see Tony O'Rorke's immaculate Mini.

Attending:

Kevin Barnard & Dianne Tipping Pontiac 87747H

Keith & Mary Simmons Capri 87756H

Max & Judy Smith Holden 63030H

Tony O'Rorke Mini 51847H

Dick & Marcia Fancourt Valiant

Bill & Anne Coultin, Peter Lancaster & Max, Brian & Avril Mills were in Moderns.

Saturday 5th Kafe Biru Coffee & Chat.

We had a good roll up of 23 members, it was a nice day and everyone enjoyed their coffee and chat by the riverside.

Attending:

Tony O'Rorke & Karin Mini 51847H Kerry Bales MG

Warren Brown Merc 95351H Bill Coultin Chev

Harvey & Ros Haworth Holden 29676H Bernie & Carol King MG

Ron Pulling BMW 95355H Keith & Mary Simmons Capri 87756H

Peter Lancaster, Ian & Lesley McInnes, Brian & Avril Mills, Bev Morrison, Ron Paff, Alex & Kim, Arthur & Barb, were in moderns.

Tuesday 8th BYO morning tea at Smiths Lake.

16 club members arrived at a cool & windy Smiths Lake, however the sun came out which was very pleasant. Arthur & Barb were in their newly acquired Mazda MX5.

Moderns: Klaus Adam, Arthur Broadley & Barb Livermore.

Kevin Barnard. & Dianne Tipping. Holden 08545J

Dick & Marcia Fancourt Valiant Cheryl Williamson Jaguar

Brian & Avril Mills Peugeot Victor Nadjarian Merc.

David & Jill Perkins Merc. 300D

Ron Pulling BMW 95355H

Keith & Mary Simmons Capri 87756H

Wednesday 16th Christmas BBQ at Forster Baths.

Despite the gloomy start to the day it turned out to be a lovely afternoon and evening for our Club supplied Christmas BBQ, 43 members enjoyed the sausages, steaks and rissoles with salads, they managed to consume 48 sausages, 60 rissoles and 45 steaks along with 3kgs of diced onions. Ros & Harvey held a raffle, with some good prizes. Mary handed out a gift to everyone and supplied prizes for a guessing competition which everyone enjoyed. All in all a great evening in a perfect setting.

GLHAC Events Report January 2021

Monday 11th **BYO Morning tea at Croki.**

Ron Pulling in his immaculate '90 BMW conv. waved off 23 members and a visitor from the rockpool. We were very fortunate with the weather, not too hot not too cold for our BYO morning tea at Croki, very pleasant by the river, the new amenities block was well patronised, we were surprised with fresh scones and orange and lemon cake, what a treat. Hilton & Carol Tripp arrived in their '83 VW Kombi camper which attracted a lot of interest, well done Hilton & Carol

Those Attending:

Warren Brown	'85 Merc	95351H
Hilton & Carol Tripp	'83 VW Camper	08544J
Keith & Mary Simmons	'89 Capri	87756H

In moderns: Bill & Anne Coultin, Dick & Marcia Fancourt, Arthur B. & Barb L, Kevin B & Dianne T, Brian & Avril Mills, Victor & Lyn Nadjarian, Mike & Heather Nedelko, Albert Waldock, Graeme & Marcelle Walker, Cheryl & Cara Williamson.

Friday 22nd **Club supplied fish & chips lunch at Forster Keys Park.**

38 members and 3 visitors arrived at Forster Keys Park after departing the rockpool at 11.30am. After predictions of showers it turned out to be a lovely day with clear blue skies, everyone sat around under the shade of the trees and the club gazebo to watch the speed boats on the lake while having a good chat until the fish & chips arrived at 12.30pm. Everyone enjoyed the fish & chips, thank you to all the volunteers who helped make this day a great success.

Attending were:

Kevin Barnard & Dianne Tipping	'70 Holden	08545J
Arthur Broadley & Barb Livermore	'71 Triumph	29663H
Alan Duncan	'79 Suzuki	63032H
Harvey & Ros Haworth	'66 Holden	29676H
Tony O'Rorke & Karin Warbrick	Mini	51847H
Ron & Jenny Pulling	'90 BMW	95355H
Colin Trees & Phillip Edwards	'89 Landcruiser	87748H

In moderns: Alex Apostolidis & Kim Gates, Dick & Marcia Fancourt, Ron & Elaine Gallagher, Kevin & Barbara Jones, Carol King, Peter Lancaster, Brian & Avril Mills, Bev Morrison, Lynn Nadjarian (Victor arrived afterwards) Mike & Heather Nedelko, Rodney & Voula O'Regan, Percy Newman, Keith & Mary Simmons, Max & Judy Smith, Hilton & Carol Tripp, Cheryl Williamson and George Sullivan, Ted Sneddon.

Saturday 5th Kafe Biru Coffee & Chat.



Now - where did you say the rubber band was ??

Tuesday 8th BYO morning tea at Smiths Lake.



Wednesday 16th Christmas BBQ at Forster Baths.



Friday 22nd

Club supplied fish & chips lunch at Forster Keys Park.



Restoration:

Dick and Marcia Fancourt's 1956 DeSoto SP25A-2 Diplomat Plaza Utility

It all started with a Conversation with Gary Thorpe, who mentioned that he had seen a 1956 Plymouth Ute advertised in the Nelson Bay area, but could not remember where he had seen the ad.

After giving it some thought I decided to ring Jim Bone, who is a member of the Newcastle Restorers Club and lives in the Nelson Bay area, asking him if he knew of a Plymouth Ute for sale in his area. The answer was 'yes, I've got one'. So off we went to have a look at it. It had been lying idle for 10 years, some of this time in a fowl shed. After some consideration we decided to buy it with all its rust, missing jewellery, chrome strips and tailgate.



We then made contact with a chap who had a DeSoto ute sitting in a paddock for 15 years on the outskirts of Cowra. We knew this vehicle had a tailgate (with rust) and a full complement of chrome strips and jewellery, but no wheels or brake drums. We negotiated a price (should have been free) so my son and I went to Cowra with a car trailer, four wheels and brake drums. After four hours work we got it onto the car trailer and headed for home.

Now with two very tired looking utes in the back carport, side by side, I started to dismantle them, and, as I went, selected parts from the two vehicles that would make the new one. First of all the chassis from the Plymouth was stripped to the last nut and bolt, and taken to the sand blasters. The selection of the mechanical parts was made (a bit from one and a bit from the other). I had a spare overdrive gearbox which I had overhauled. A Borg Warner diff from a Falcon ute was bought.

The motor from the Plymouth was completely stripped and the necessary cleaning, machining and parts resulted in quite a satisfactory (3.25 inch bore x 4.625 inch stroke) engine. All the running gear was assembled on the chassis, brakes were replaced, the chassis and running gear was then painted with black enamel. The engine, clutch and gearbox were then fitted. It was then pushed to one side and covered with an old tarp while the body was being repaired (scuttles, sills, floor, rear wheel arches). The body was then stripped to bare metal and painted. Doors, bonnet, guards, and tailgate were sand blasted and then some repairs were carried out, including re-skinning of the tailgate.

The body was then put onto the chassis. Doors, guards etcetera were painted and fitted. Full re-wiring was done by myself (oh, what a nightmare !!). The timber floor was made for the back. Bailey channels, door rubbers and new windscreen rubbers were purchased from Peter Jacksons and fitted. The chrome work and some stainless steel polishing was done by Everlast Chrome Platters of Queanbeyan. The upholstery was done by John Viles of Mannering Park.

The whole project took me nine months of constant work, which was quite a challenge with a satisfying result. During the course of the project, Marcia and I had a discussion whether it should be a Dodge or DeSoto, and, deciding that we already had a Dodge and a Plymouth, we would make it a DeSoto.



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2018 MILLE MIGLIA

My long time friend and motoring enthusiast, Col Allerdice, attended this event in 2018, had a great time meeting contestants and viewing some rarely seen motoring masterpieces. Below is some of the report he wrote on this great event.

The Mille Miglia is many things to just about everyone who experiences it – whether it be as a participant, part of a support network, an organiser/volunteer or as a “punter” – a fan like me.



The
real

Mille Miglia was an open-road endurance race of 1000 Roman miles (approx. 1500km) from Brescia to Rome and back for sports cars held 24 times between 1927 and 1977. It was part of the World Sports Car Championship from 1952 to 1957. The event was usually dominated by Italian drivers and marques with only three races ever being won by “foreigners”. Of those three, two were won by Mercedes-Benz and the other by BMW. That win by a BMW 328 Berlinetta in 1940 (coupe version pictured above) went a long way to establishing the racing pedigree of the marque that exists today. Having been dogged by safety concerns and crashes for some years, the race was banned after two fatal crashes in 1957. One involved leading Spanish driver Alfonso de Portago in a Ferrari 335S at the village of Guidizzolo which also killed nine spectators. In 1977 the Mille Miglia was reborn as a four-day rally for classic cars and has continued in that format since. But participation is limited to cars manufactured up to and including 1957 of which a model either participated in or was registered in an original Mille Miglia race.

So, these days the event brings together the romanticism of the past, the enthusiasts, celebrities, racers, collectors and a touch of Italian chaos to produce a rally of around 500 very rare, collectable and priceless classic sports cars. Add to this the Italian landscape, the scenery, the architecture and the beauty of places like San Marino, Sienna, Bologna, Parma and Brescia.

It is, without doubt, the most iconic classic car event on planet Earth.

Pictured below are just a few of the jaw-dropping cars that were in the 2018 event.

Clockwise from top left: 1950 Talbot-Lago T26 GS Berlinette, 1927 O.M. 665 MM Superba 2000, 1947 Veritas RS, 1955 Ferrari 750 Monza Spider Scaglietti, Italian Red at Parma, 1954 Maserati A6 GCS and 1955 Maserati 300 Spider Fantuzzi.



THE RACING FAMILY

#221 was a 1950 Frazer Nash Le Mans Replica owned by Thomas Ward and co-driven by his youngest son, Steve. As you can see the car is very much “old school” and it had (probably) the smallest boot of any car in the field, barely able to store the wet weather gear, let alone any luggage. So, the Ward family, and ten other entrants, utilised UK based JD Classics to cover both the



mechanical and logistical support for the event. The car presented beautifully and ran like a Swiss watch.

But racing is in the family’s blood. Thomas’ eldest, Christopher, won the main Sports Car Race at the Monaco Historics in a 1954 Cooper-Jaguar T33 just one week earlier.

THE AUSSIES

Flying the flag very proudly for Australia was Paul and Andrew Lawson from Melbourne in their 1929 Alfa Romeo 6C 1750 Super Sport Zagato. They are both members of the Alfa Club in Melbourne. I was able to beat them to the finish at Brescia to see them complete the event.

Paul told me that the only significant issues that they had during the event was with tyres, but they had managed to source some tubes from a local village garage – of all places. He presumed that they were motor bike tubes, but regardless, they fitted, and they finished in 128th position, which was a tremendous achievement.

They were then going to have a week’s break in Northern Italy before packing everything up and heading back to Australia.

A second team of Australians also took on the event. Peter Forsythe and Gordon Ketelbey entered a 1952 Ermini 1100 Sport. I saw them once on the road and that was it. They finished at the back of the pack but despite my best efforts, I just didn’t get to see them, which was disappointing, as Gordon co-drove in the London to Mexico Rally in 1995 with a friend of mine and it would have been nice to see xample of entrants willing to talk to fans and fully embrace the “motor spirit”.

THE SPONSOR

The German-owned Swiss watchmaker Chopard was the main sponsor of both the 2018 Monaco Historics and the Mille Miglia. Co-President Karl-Friedrich Schuefele is well known for both his passion for classic cars and his long running support of both events.

This year, for the very first time, he took part in the Chopard Parade around the Monaco track at the wheel of his Porsche 550 Spyder with his very good friend, motor racing legend Jacky Ickx in the passenger's seat. (Chopard has to date produced three series of "Jacky Ickx" special release watches)

The Porsche was then transported to Brescia where it was one of five "Team Chopard" cars entered for the Mille Miglia. Whilst the Schuefele/Ickx 1957 Porsche 550 Spyder A/1500 RS #300 was undoubtedly the "star car", not far behind was two-time 24 Hours of Le Mans winner Timo Bernhard in a 1955 Porsche 356 1500 #301. These photographs were taken both at San Marino and the early morning start at Parma.

Like all the Mille Miglia participants, they were only too happy to talk to the race fans whenever it was possible. Indeed, they deserve a big thank you from all fans of motor sport for their on-going support of this iconic event.



GLHAC**Treasurers Report December 2020**

Credit Bal forward 1st December 2020 \$10,561.90

Income

Interest \$3.80

Membership \$800.00

Raffle \$325.90

\$1,129.70

\$1,129.70

\$11,691.60

Expenses

Members Benefits **-\$909.60**

Marsh Insurance **-\$684.93**

CMC Fees **-\$90.00**

Domain Name **-\$52.00**

Fair Trading **-\$47.00**

-\$1,783.53

-\$1,783.53

\$9,908.07

Credit balance as per statement 21/12/2020 **\$9,908.07**

Includes \$ 350.06 in Members Benefits

CBA IBD \$15,000.00 @ 0.8% maturing 10/08/2021

Do You Really Need To Wear A Mask In The Car

With masks now mandated in several Australian states to curb the spread of **coronavirus**, confusion reigns as to whether drivers need to wear their coverings while alone in their cars.

When Greater Brisbane entered a three-day lockdown after a coronavirus case was detected, residents were urged to wear masks whenever they were outside of their homes – including when they were travelling in a car.

"When you leave your household, put [a mask] on and keep it on until you get back home ... including in the car," Queensland Health Minister Yvette D'Ath told the **ABC**.

Minister D'Ath said this was to ensure mask wearing was "as simple as possible for everybody".

Masks are required in cars regardless of whether a driver is carrying passengers or not – meaning those in Greater Brisbane had to mask up even while on the road solo.

These guidelines were a deviation from the advice Victorians received while in the grips of their extended lockdown, when masks were only required in the car if someone from outside your household was present.

"You do not have to wear a face mask when you are in a car by yourself or with someone you live with," Victoria's Department of Health and Human Services **declared** at the time.

In New South Wales, where a recent COVID-19 outbreak also prompted the government to mandate masks in indoor spaces around Greater Sydney (including Wollongong, Central Coast and Blue Mountains), the rules also didn't require people to wear a mask when travelling in a car alone.

Of course, all three states require masks to be worn in rideshare vehicles such as Ubers, as well as in taxis and on other forms of public transport.

So, is Queensland's approach towards face masks in cars overkill, or just right? According to Associate Professor Jill Carr, a virologist specialising in Microbiology and Infectious Diseases from Flinders University's College of Medicine & Public Health, there are no clear benefits to wearing a face mask alone in the car unless you plan to carry passengers in the near future.

"In my opinion, no [there are no benefits], unless the driver is only 'transiently' alone and is going to be picking someone up

along the way, or is going to load the car to someone else to drive later," Professor Carr told *CarAdvice*.

"This may be the premise of the directive to wear a mask in a car, even if alone – to prevent contaminating the vehicle that someone else may use later."

Generally speaking, the rates of COVID-19 transmission in cars are likely to be higher than in other indoor spaces because of the more compact size.

"There is no opportunity to physically distance," Professor Carr explained.

"However, things like making sure a window is open or venting is not on recirculation might be helpful to increase air circulation and reduce risk."

So, is wearing a mask while alone in a car at all helpful or necessary?

"A mask would certainly reduce any infectious droplets contaminating the surfaces in the car, but might not completely prevent this –

depending on factors such as the fabric of the mask, how well it fits the wearer, if they are wearing it properly etc," Professor Carr said.

"Fabric surfaces are only infectious in the order of hours but smooth plastic surfaces or metal surfaces can harbour infectious virus for several days."

So, as in the case of many other coronavirus health precautions, wearing a mask while alone in the car may not make a huge difference – but it certainly helps.



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AUTOMOTIVE AERODYNAMICS

Car makers spend a fortune on making their cars slipperier, whether it's to make them more fuel efficient or faster, or both... here's how to be an instant expert on automotive aerodynamics.

ACCORDING TO THE Macquarie Dictionary of Motoring, aerodynamics is “the dynamics of atmospheric interactions with moving objects or – more colloquially – the science of reducing wind drag”.

And by reducing wind drag, vehicle designers, in this instance, can make vehicles faster (slipperier through the air because there's reduced drag) and thus more fuel efficient. This article isn't intended to be an in-depth explanation of aerodynamics and/or the ultimate science behind it, rather it's designed to give you a better understanding of aerodynamics and how it relates to vehicle design, and some of the history behind it.

The history of automotive aerodynamics

The first vehicle to break the 100km/h barrier was the Jamais Contente (Never Satisfied) and it was all-electric. The year was 1899. The driver of that 'car' was Camille Jenatzy, a Belgian, who determined that a streamlined shape was likely to be slipperier than a brick-like design – he was bang on, and we'll explain why shortly.

Borrowing from Jenatzy's design, the 1910 Vauxhall became the first car to exceed 160km/h (with a three-litre engine). But it was the 1921 Rumpler Tropfenwagen that was the first determined attempt to use aerodynamics in the design of a vehicle. And it worked... the company didn't have a wind tunnel like car designers do today, but recent wind tunnel testing of the Tropfenwagen revealed it had a coefficient drag of 0.28. That's about the same as a Jaguar F-Type.

The measurement of aerodynamics

Motoring journalists, quite often reading from the car company's script, include a number they probably know little about. This number is the coefficient of drag (Cd) and engineers spend millions of dollars and endless amounts of time in wind tunnels to make that number as small as possible.

The pioneering boffins of aerodynamics determined that a teardrop was the most streamlined shape you could get and gave it a coefficient of drag of 0.00 (or zero drag). Since those days, however, tests on teardrops have revealed they're not quite as slippery as originally thought and should actually be assigned a rating of 0.05Cd, while a plate stood on its end into the wind realises a rating of 1.17Cd. To make this more brain-hurting, there are other qualities to consider,

like front lift (Cif); rear lift (C_{lr}) and the moment of yaw (C_{my}), which means the change in shape when the shape is on an angle, like a cornering car, or a car hit by a side wind.

Typically, cars fall into the 0.25Cd to 0.35Cd range while SUVs tend to start off in the high 30s and into the 40s although even these are becoming slipperier. The formula to determine your own car's drag at a given speed requires a lot of knowledge the average motorist isn't likely to have or be easily able to get their hands on, but to determine, roughly, the drag on your car at a given speed you'll need to use this formula: Cd x frontal area x density of air x speed squared.

Why do car companies bother?

The car with the least amount of wind resistance will thus require less fuel and power to maintain a given speed.

Indeed, with car companies wanting to produce ever more fuel efficient cars, the science of aerodynamics is becoming more and more important. And making a car slippery is tricky and that's down to the shape and protuberances, like wing mirrors, door handles, and even the front grille (hence the development of active grilles that can close and force air over the bonnet).

Because cars are generally shaped like a box, they start off with about 50 times as much drag as, say, something shaped like a cigar (of the equivalent size and weight and travelling at the same speed), or the Jamais Contente.

You want the vehicle to travel through the air causing the least amount of disturbance as possible, which is why car designers together with engineering colleagues work on shapes and surfaces to create something visually appealing but also slippery. The air should flow evenly around the front of the vehicle and then come together at the rear; when you force something brick-shaped through the air the air becomes turbulent causing drag.

Most car companies will admit that around a 10% improvement in a vehicle's aerodynamics will result in a fuel efficiency gain of around 4%. This fuel efficiency gain can be quickly overcome, though, when one fits a roof rack to their car and adds a 'box' to it... it can often increase fuel consumption by up to 20% as the vehicle needs to work harder to overcome the wind resistance.

The effect of drag, or driving an aerodynamically bad car

At highway speeds most vehicles use around five times as much power to overcome the effects of drag as they do overcoming things like rolling resistance (tyres) and weight. This means, the higher your vehicle's Cd number, the harder it's having to work to push through the air and keep up with traffic, thus it'll use more fuel.

At very low speeds (like 1-2km/h) wind resistance or drag will be virtually nil and so there'll be little difference between a sports car and a boxy SUV like the Toyota LandCruiser 200 Series, but as the speed doubles the wind resistance quadruples meaning its effect will be greater on the less aerodynamic vehicle (when travelling at the same speed).

Some tricks to make a slippery car?

Don't fit a roof rack is the first and most important one as a loaded roof rack can increase fuel consumption because the vehicle is having to work harder to overcome the drag. Other little things like ribs on tail-lights or creases in the body all help to make the airflow around the car force dirt and water away from it while helping it slip through the air.

Other little tricks like the shape and size of the wing mirrors can help, as can adding side skirts to cars. A diffuser at the rear of the car can help to smooth air coming out from under the car to reduce turbulence, the shape of the wheel arches is also important.

So, the shape of your car and what you add onto it will have a net effect on the contents of your wallet, all things being equal. Upset the slipperiness of your car and the thing will have to work harder to overcome the additional drag and thus use more fuel.

Car Advice ... ISAAC BOBER

The logo for AutoPro Parts Professionals is displayed within a white rounded rectangle with a black border. The word "auto" is in black lowercase letters, and "pro" is in red lowercase letters. Below this, the words "PARTS PROFESSIONALS" are written in black uppercase letters.

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VFACTS - 2020 Wrap Up

Australian new-car sales surged in the last two months of 2020 as the nation came out of COVID-19 lockdowns – and the automotive industry is now grappling with stock shortages as a large proportion of buyers treated themselves to a new vehicle to holiday at home amid international travel restrictions. Official figures released today by the Federal Chamber of Automotive Industries shows 95,652 new motor vehicles were reported as sold for the month of December 2020, an increase of 13.5 per cent compared to the same month the prior year.

December 2020 delivered the second month in a row of growth after 31 months of decline, the longest market slump since the Global Financial Crisis of a decade ago.

The data shows 916,968 new cars were reported as sold for the 2020 calendar year – down by 13.7 per cent compared to the prior year, but a recovery from the 48.5 per cent decline in April 2020, which was the sharpest slowdown since records were kept.

The new-car sales result for 2020 was the lowest annual tally in 17 years – since 2003 – and the first time the Australian new-car market has dropped below 1 million since 2009.

Demand for utes, SUVs and four-wheel-drives surged as business buyers took advantage of the Federal Government's instant asset write-off scheme and state governments fast-tracked infrastructure projects; sales to business fleets were down by just 4.7 per cent in December. Private buyers were the driving force last month, however, with sales to individuals up by 40 per cent compared to December 2019. Industry experts say the December 2020 figure could have been higher had many showrooms not run out of popular models such as utes, SUVs and four-wheel-drives.

Toyota cited Austrade figures that showed Australians spent \$26 billion more travelling overseas in 2019 than foreign visitors spent in Australia over the same period. "Forced to scrap international holidays, many Australians who would normally be travelling (overseas) are instead ready to explore their own backyard," said Mr Callachor. "And many of them are buying new vehicles to ensure their family road trips are as comfortable and as safe as possible."

The chief executive of the Federal Chamber of Automotive Industries (FCAI), Tony Weber said "unprecedented economic support" by state and federal governments and the "easing of prohibitive lending restrictions" in the last three months of the year, allowed for a "cautiously optimistic outlook for 2021" and that "we are at the beginning of a positive trend".

The FCAI forecasts that new-car sales in 2021 will bounce back and once again **eclipse the 1 million mark**.

He said “all the indicators are pretty strong” for a return to 1 million-plus new-car sales in 2021.

Mr Weber said while some of the sales surge in the last two months of 2020 can be attributed to pent-up demand and orders being filled after contracts were signed earlier in the year, he believes the market will continue to grow in 2021.

Sales figures for 2020 released today show the **Toyota HiLux** ute was Australia’s top-selling vehicle for the fifth year in a row, ahead of the **Ford Ranger** which ranked in second place for the fourth year in a row. The **Mitsubishi Triton** finished third in the utes sales race ahead of the **Isuzu D-Max**.

The **Toyota RAV4** was Australia’s top-selling SUV for the first time (and biggest selling hybrid), while the **Toyota Corolla** was the nation’s favourite passenger car for the eighth year in a row, ahead of the **Hyundai i30** and **Kia Cerato**.

Sales of the **Nissan Patrol** and **Toyota LandCruiser** also surged as the rest of the market slumped.

Demonstrating that consumers gravitate to brands they trust in times of crisis, **Toyota** vehicles accounted for 22.3 per cent of all new cars sold in Australia last year. It was Toyota’s second-highest market share result since its previous record set in 2008 (23.6 per cent).

Not only did Toyota as a brand lead every state and territory in 2020, the Toyota HiLux was the nation’s top-seller for five years – and has led new vehicle sales in the Northern Territory for 20 years, Queensland for 14 years, and West Australia for 13 years.

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CASH For CLUNKERS

THE Victorian government is planning a cash-for-clunkers scheme to boost road safety, according to a Facebook message from state premier Dan Andrews, but one leading motoring group believes removing stamp duty would be just as effective. On his personal Facebook page, Mr Andrews said: "Older cars don't have the safety features we rely on to keep us safer and are over-represented in our crash and fatality stats." "This (proposal) is about getting them off the road, and supporting those Victorians who need it most."

But it's not for everyone and only plans to replace 1000 older vehicles on Victorian roads. Mr Andrews said the government will run two pilot programs "to help some of our youngest and oldest drivers trade in for a safer model." "We'll provide grants to help young people in regional areas scrap their old car and buy something newer and safer," he wrote.

"We'll also support regional Victorians aged 65 and over on lower incomes, with short-term, affordable leases on newer and safer cars to help them get around safely."

But the Victorian Automobile Chamber of Commerce (VACC) CEO Geoff Gwilym said removing crippling taxes will be more effective at getting more people into new cars.

"Here's an idea: If the Victorian government wants people to buy newer and safer vehicles, then cancel stamp duty," he told *GoAutoNews Premium*. "Remove stamp duty on new vehicles and everybody will buy one."

He said it was "odd" that governments continued to impose stamp duty and luxury car tax on newer and safer vehicles but then wondered why there was an impediment to buying new.

"The government has not released the fine print yet. But if the program gets up VACC wants assurances that the old vehicles in the 'cash for clunkers' scheme simply won't be cycled through the auction system and back out into an unassuming community."

The proposal of a subsidy to remove old cars from the roads dovetails with the views of many motoring organisations, including the Australian Automotive Dealer Association (AADA).

It said that while it had yet to see details of Mr Andrews' proposal, it is "supportive of any plan that puts motorists in safer and more fuel-efficient vehicles."

AADA CEO James Voortman told *GoAutoNews Premium*: “We know from research that young drivers are in the highest risk category on our roads, so we should be doing whatever we can to make it safer for them and the other road users they share the road with.”

“Australian cars are getting older and the average of passenger vehicles is now 10.1 years, according to the ABS Motor Vehicle Census 2020,” he said.

“We know that from 2005 to 2015, vehicle efficiency improved by an incredible 76 per cent, meaning significantly reduced fuel bills and emissions.

“There remain many compelling reasons why a fleet renewal program is good for the community, good for the economy and good for the environment.

The plan proposed by Mr Andrews aims to replace 1000 cars but there is no detail on the age of cars it wants removed or how much money eligible people will get to move into a new car.

Some of the proposal indicates that short leases will be made available to over-65 motorists who have low incomes.

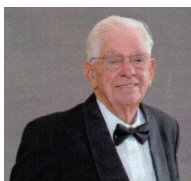
The Victorian government has said more details will be made public at the end of the trials to be held this year.

Australia’s federal government in 2010 proposed a cash-for-clunkers scheme to stimulate new-car sales after the GFC and to improve the safety and emission levels of the national fleet.

Eligible motorists would be offered \$2000 per new vehicle under the plan of the then-Gillard Labor government that allocated \$430 million to the idea. It was not adopted as the funds were used to aid victims of the floods of early 2011.

By Neil Dowling

VALE — Alan Price 23rd July 1937 - 4th December 2020



Alan and Pat joined our club in 2003. They were regulars at many of our events, and Alan was also a regular at club meetings.

The members of GLHAC express our condolences to Pat and the Price family on your loss.

MY SECOND CAR.

My father was a giving man. He gave himself to his family, the church, many fundraisers, the Masons, Rotary, his local RSL and anyone in need. He gave me my pocket money and the occasional well-deserved belting. All this becomes relevant later when you read this article.

My old Singer, at the hands of a callow youth, was nearing its time as a much loved but much abused chick magnet and a scheme was devised to replace her with a vehicle of such glamour and eye-candy as never before seen on Victorian roads a mere 60 years ago.



Fibreglass manufacturer JWF Industries, of Brookvale, had just created a new version of their 'Italia' closely resembling the Ferrari 250 GT of the era and it proved to be the inspiration for the supercar look I was after. You might remember the name of Guy Buckingham of race-car tubular framing brand 'Nota'. Together they created and shipped to my home town the bare bones of the coolest sports coupe few of us had ever seen.

We, that is mostly my father because he had the skills, began the year-long project of assembling a motor car from what we had plus Holden parts including the engine, suspension, gearbox, (three on the floor) steering, gauges, wheels and the myriad finicky bits and pieces to complete the job. The windscreen came from a Morris Major and the seats, converted to buckets, from a Wolseley. On completion she was a gorgeous pristine white with blue and white upholstery, radial ply tyres and carrying the name 'HOLDEN' across the rear. Accommodation was for two people and a soft overnight bag. Ideal!



You might remember Stan Jones, father of 1980 Formula 1 World Champion Alan Jones. Stan campaigned a beast of a racing car at the time called the

'Maybach Special', a 3.8L 6 cylinder scout car, winning Tasmania. I man-important bits from to add to the objected to the use we removed the 'E'



another 'O' creating the new and appropriate name 'HOLDON' To the matter of 'giving'? On my 21st my parents gave Holdon to me.

an open-wheeler with engine from a German the Australian GP in aged to acquire a few the Maybach parts bin build.General Motors of the name Holden so replacing it with an-

Laurie Curtin (see front cover for picture of completed "HOLDON")

IMPORTANT NOTICE TO ALL MEMBERS WITH CONCESSIONAL REGISTRATION

**John Amato is our Club Registrar . In order to register or renew your
concessional registration (CR), you need**

- 1. proof you are a financial member of our club,**
- 2. get a hard copy Pink Slip from any of the authorized
inspection stations, then**
- 3. ring John on 0401 937964 to arrange for him to meet
you and complete your registration forms.**

Notes;

- a. John lives at Green Point so you may have to fit in with
his available timing.**
- b. ONLY the Club Registrar (John Amato) can process
your concessional registration forms.**
- c. CR Vehicles sold must be informed to Club Secretary as
soon as the CR plates are handed in .**
- d. New registrations require a hardcopy 6" x 4" colour
photo of the vehicle for our records, showing the H plate.**
- e. See Page 31 of this edition for more information**

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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 – ring John Amato 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. (hint: take completed form with you to the viewing).
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.

Guy walks into an auto parts store and says to the counterman “I’d like a set of wiper blades for my Yugo.” Counterman thinks for a minute, then replies “OK - sounds like a fair trade to me.”



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