

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

EXHAUST NOTES

June 2021



DATSUN Fairlady ‘A Nissan from Yesteryear’
(story Inside)

Also in this issue:

- **Motorfest 2021 Sponsors**
- **VFACTS April 2021**
- **Mini Cooper S— 1966**
- **Members by Jan Amato**

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

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 AUGUST 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

June 2021

Wednesday 2 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Saturday 5 [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 Bu-

lahdelah Hotel

Sunday 13

Our Motorfest John Wright Park – helpers needed.

7.30am

Saturday 19 Depart rockpool at 9.30am for a BYO morning tea Bram-
bles Reserve then BYO lunch at Winda Woppa Reserve,
Hawks Nest – Dianne Tipping & Kevin Barnard leaders., bring chairs.
Thursday 24 Depart rockpool at 9.30am for morning tea at Flow Café Old Bar
- lunch at Tuncurry Beach Bowling Club

July 2021

Saturday 3 10.00am Go direct to Kafe Biru for a coffee and chat.
Tuesday 6 Depart rockpool at 9.30am for a BYO morning tea at Johns Riv-
er reserve then onto Beechwood Cafe 7klm past Wauchope for
lunch.

Wednesday 7 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.

Wednesday 14 Depart rockpool at 9.30am for a BYO morning tea Blackhead
Reserve - lunch at Krambach Hotel

Thursday 22 Depart rockpool at 9.30am for morning tea at Metro Cafe,
Victoria Street, Taree then a Club supplied Pizza lunch at Forster
Main Beach (the Bull Ring) (bring drinks)

Friday 30 Depart rockpool at 9.30am for a BYO morning tea at Riverbank
Park Taree behind KFC. - Lunch at Wingham RSL.

August 2021

Wednesday 4 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.

Saturday 7 10.00am Go direct to Kafe Biru for a coffee and chat.

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

Invitation Events next page.

Invitation Events

- EURO Motorfest 2021, Sunday 20th June, Newcastle Foreshore, see Flyer in this magazine.
-
- Taree Cars & Coffee 3rd Sunday of the month, Buntings car park Taree 7.30am – 9.45am
- Seniors Concert - 1st June 10.00am and 2.00pm at Club Forster.
- Bay to Birdwood - Sunday 26th September vehicles prior to 1992
- Grafton Motorfest - Sunday 22nd August 2021



ANNA'S TROPHIES & EMBROIDERY

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Forster, NSW 2428
Ph: 6555-8140

MONTHLY MEETING OF GREAT LABES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club on 5th May 2021

Meeting opened: 7.00pm

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

Attendance: 36 Members: 2 Visitors:

Apologies: Keith & Mary Simmons, Avril Mills, Rodney O'Regan, Colin Trees, Max & Judy Smith, Ron Paff, Sharon Berry, Karin Walbrick, Jenny Pulling.

Visitors Names: Terry & Virginia Barrett.

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

Business Arising:

Club Banners, Caravan, Motorfest, moved to General Business.

Treasurers Report: Presented by Brian Mills Balance \$ 10,759.75.

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

Correspondence In: Various club magazines by mail & email, emails re- Motorfest,

emails re- Memorial Breakfast, Grafton Motorfest 22/08/2021.

Correspond Out: emails re our events, emails re- Motorfest, Invoices for sponsorship & stall holders.

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

Events Report: As printed in magazine. Kafe Biru at Darawank is now on every 1st Saturday of the month. Because The Heritage Day clashed with our programmed event on Sunday 16th a new events calendar has been emailed to everyone and there are 10 copies on the table for anyone without a printer. Ros Haworth gave a report on the Chrysler Rally at Hat Head.

General Business: Ron Pulling moved a motion that we agree to the quote from Sydney PA hire, for Motorfest and authorize payment of \$900.00 Seconded: Victor Nadjarian Carried.

Ron Pulling gave a talk on the upcoming Heritage Day, at John Wright Park on Sunday 16th May, helpers needed to be there at 8.30am, the display runs from 9.00am to 1.00pm.

Ron reported that the Motorfest signs and banner to go across the park entrance

are finalized, the car windscreen banners artwork has been completed and will be ordered for delivery in time for Motorfest.

The Club caravan is now registered, insured and the new door fitted. Work has started on preparing the roof for painting. A working bee will be needed to prepare the exterior for painting.

Laurie Curtin gave an update on the progress of Motorfest, everything is coming together smoothly, Posters have been made for distribution. Sponsorship has been secured thanks to the sterling work of Hilton Tripp. Victor Nadjarian is in charge of judging, please contact Victor on 0458 238 856 if you are able to assist. We are hoping this will be the most successful Motorfest yet. All Club members are asked to come to help on the day as there are many jobs to be done.

Ron Pulling informed the meeting of an offer by the Forster Golf Club for our Club to run the meat raffle once a month and receive a commission on sales, after some discussion it was put to a vote and the majority voted not to proceed with the offer.

Regalia: as per magazine, see Brian Payne

Members Spot: Deirdre Stokes gave a talk on the operation and function of Great Lakes Palliative Care support association.

Welfare: David Birks is battling along, Judy Payne is still recovering, best wishes to them and anyone else who is having health problems.

Raffle: Duncan MacDiarmid was the lucky winner of the \$50.00 voucher donated by Tuncurry Beach Bowling Club, Mike Nedelko, Michelle Fitzsimmons, Kerry Bales, Deirdre Stokes and Kevin Stokes also won prizes.

Meeting Closed: 8.35 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.

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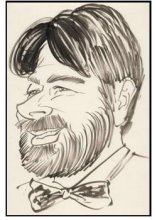
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THE PRESIDENT'S PRATTLE

June 2021



Welcome to the June 2021 edition. This month is Motorfest, our biggest display day of the year. We again are appreciative of Great Lakes Nissan for their continued support of our Motorfest. Our planning team of Laurie Curtin, Victor Madjarian and Lyn Thompson have done a great job putting together the many aspects and logistics needed to make (I believe) our 2021 Motorfest a very successful day. This year the planning team has been seriously enhanced by our member, Hilton Tripp. Hilton has secured a significant group of local businesses as sponsors. A full list is presented later in this magazine along with their relative advertisements. Thank you Hilton ... a great job gives the club some working funds to support additional signage and advertising, and to purchase some equipment we can use at future events. This year we are also able to provide a professional loudspeaker system for communication on the day. To complete the great work done by the team we need plenty of volunteers, early (7am) on the Sunday(13th June).

Our windscreen banners have been ordered. My hope is that we will have them for Motorfest. If they arrive, then all our display vehicles at Motorfest should be adorned with one.

As previously mentioned, our 'mobile shed' is a reality. The caravan is stored behind the cemetery in Forster. Status: The window locks need to be repaired, one window needs to be replaced, the rubbers securing the window glass need to be replaced, the painting of the roof needs to be finished and the van painted. Several working bees will be needed, so if you are willing to help out, contact Brian on 0427311823. If possible we would like to use the caravan at Motorfest.

We have a technical article in this magazine written by one of our members, Hilton Tripp. Thank you Hilton. If you have a story and would like to share it please give me a call and I can help you put it together.

Our club continues to grow. This year we have welcomed 10 new members. Welcome to our newest members, John & Terry Stellema, and, Peter Ruprecht. I hope to catch up with you on a run soon (or maybe at Motorfest).

Brian Payne is in hospital in Sydney having an operation on his oesophagus. Judy is with him and her shingles are on the mend. David Birks is on the road to recovery but taking one day at a time. Rodney O'Regan is also not well. I have not heard of any other members on the sick list. if you are unwell I wish you a speedy recovery and hope to see you on a run soon.

Ron.

Every day is a gift, that's why they call it the present

Saturday 1st Kafe Biru Coffee & Chat.

14 members enjoyed the good company & chat

Alex Apostolidis & Kim Gates Zimmer 87750H

Kerry Bales ‘70 MG Bill Coultin ‘39 Chev

Dick & Marcia Fancourt ‘81 Valiant

Garry & Sue Turney ‘55 Chev

In moderns Warren Brown, Peter & Kathy Eaton, Bernie & Carol King, Peter Lancaster

Tuesday 11th Club supplied morning tea at Seal Rocks – lunch Smiths Lake

It was overcast, still 13 members & 1 visitor drove to Seal Rocks for our Club supplied morning tea, a bit of a wait until Keith & Mary saved the day by arriving with the cakes and other goodies, thank you Keith & Mary. It started to drizzle so everyone adjourned to the Smiths Lake Bowling Club.

Attending: Kevin Barnard & Dianne Tipping Holden 08545J

Harvey & Ros Haworth Holden 29676H

Keith & Mary Simmons Capri 87756H

In moderns Kerry Bales, Warren Brown & friend, Brian Mills, Mike & Heather Nedelko, Garry & Sue Turney.

Sunday 16th—Heritage Day John Wright Park

This display day is organised across NSW by the Bush Council. Our friends at Taree Club are members of the Bush Council and we were invited to support them in putting on a static display. Over 20 of our members attended on what was a brilliant autumn day ... some grey clouds early but a lovely sunny day, cool but little wind. The public support was good with a steady crowd most of the morning. The DONKS Club also supported the display. This display, being the first we have attended, was a good chance to see how the COVID planning worked. Attendees were asked to sign in and the public were given the opportunity to sign in if they so wished. There seemed to be no issues. A good sign for Motorfest.

GLHAC Events Report May 2021

Heritage Day 16th May 2021 .. John Wright Park



GLHAC Events Report May 2021

Seal Rocks Morning Tea .. 11th May 2021



**Members Pictures taken by Jan Amato
BBQ at Bull Ring**



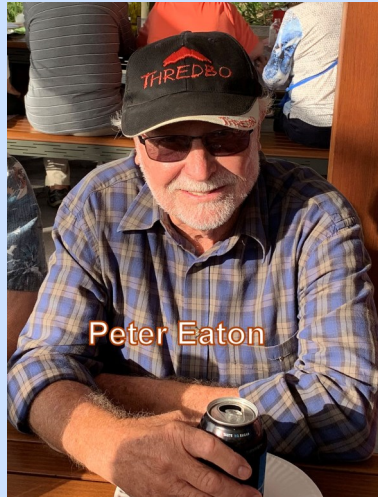
Heather and Mike Nedelko



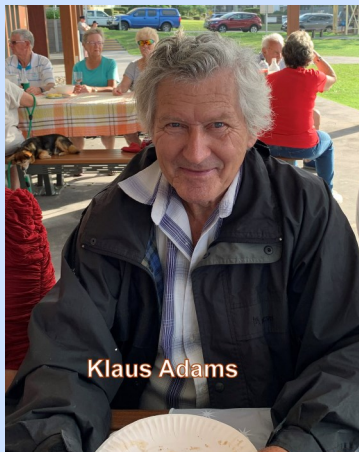
Sharon Berry



Max Smith



Peter Eaton



Klaus Adams



Sue and Gary Turney

GLHAC

Treasurers Report April 2021

Credit Bal forward 1 st April 2021	\$9,886.81
Income	\$2,474.36
Expenses	<u>-\$1,601.42</u>
Credit balance as per statement 29/04/21	\$10,759.75
Includes \$ 1,380.66 in Members Benefits	
CBA IBD \$15,000.00 @ 0.8% maturing 10/08/2021	

SHARE a Recipe

Roast Chicken ideas.

Chicken Quesadillas

Make the Salsa. Combine 250g drained corn kernels, 1 tbs chopped coriander, half finely chopped red onion and 1 tbs lime juice in a bowl.

Fill the Tortillas. Divide 435g can refried beans among 8 flour tortillas to cover one-half of each tortilla. Top with half Hot Roast Chicken, shredded. Spoon over the corn mixture and sprinkle with 1 cup (120g) grated 4 cheese melt. Season. Fold over to form a semicircle.

Cook and Serve. Cook the quesadillas in a sandwich press for 2 mins or until cheese melts and quesadillas are heated through. (Alternatively, cook in a non-stick frying pan for 2 mins each side.) Cut into wedges. Serve with sour cream, guacamole and coriander leaves.

The Great Lakes Historic Automobile Club, Inc. wishes to thank the many local sponsors who have supported our club in hosting **The 2021 Nissan Motorfest, to be held on Sunday of the June Long Weekend.**

Below is a full list of our sponsors supporting Nissan Motorfest 2021.

Advertisements and contact details of each of our sponsors are included in the following pages and throughout the magazine. A number of our long term sponsors are also supporting Motorfest 2021. We thank you for your continued support.

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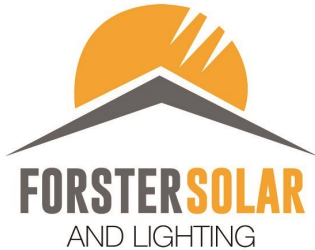


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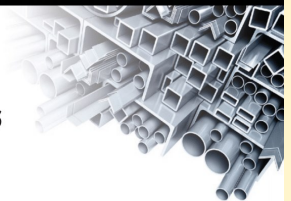
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Mini Cooper S - Bathurst 1966

It's the original front-drive performance car, sparking a small-car/big-engine philosophy echoed in hot-hatches to this day.

This feature was first published in MOTOR magazine's February 2009 issue.

The Mini Cooper S championed the light and nimble, dispelled the 'no substitute for cubic inches' mantra, and redefined what constitutes a genuine performance car. And it became the ultimate underdog, the David that pulverised its bigger, more-powerful Goliath rivals in both racing and rallying. The basic 848cc Mini remains legendary for Sir Alec



Issigonis' ingeniously efficient packaging. Its front, transversely mounted engine and gearbox transaxle was revolutionary. Not only did this prove cheaper to produce, it allowed for a more spacious interior.

Cost effectiveness was assured by raiding the Morris parts bin, while its pleasing styling cues were both cheery and distinctively English. F1 engineering guru John Cooper convinced BMC to produce a hot Mini – initially a warmed 'Cooper' version, followed by a hotter S.

Debuting in Europe in 1963, two years after the regular Cooper, the S's four-cylinder was bumped up up to 1071cc, though the local version – manufactured at the BMC plant at Zetland in Sydney – debuted in July 1965 with a twin-SU-fed 1275cc engine mated to a four-speed manual 'box.

The bored and stroked Aussie A-series produced 56kW and 107Nm. It also gained larger 190.5mm brakes, a 120mph speedo, an oil pressure gauge and seatbelts (which weren't compulsory fitment until 1969).

Signature twin fuel fillers fed two 25-litre tanks, giving the Cooper S impressive mileage. It recorded 8.4L/100km on test in Modern Motor January '66, for a 600km range. The Cooper S weighed a mere 635kg for a power-to-weight ratio of 88kW/tonne, more than a match for contemporaries such as the Ford Cortina GT500 (77kW/tonne) and the Renault R8 Gordini (90kW/tonne). Original Coopers used rubber-cone suspension (where cones substitute springs), but the Cooper S used the Mini Deluxe's Hydrolastic set-up: heavier, and more costly to produce, but allegedly what Dr Alex Moulton originally wanted to fit to all Minis.

. It uses interconnected fluid-filled displacers, which each contain a rubber spring, so when the fluid was displaced in one of them it was transferred to the other (front to rear or vice versa). This in turn lowered the opposing end of the car to keep it level. If both the front and rear hit bumps simultaneously, then the rubber springs came into play.



Bathurst '66 saw a 17-strong Mini assault on Mount Panorama, with BMC factory support.

The production-car race was categorised into price points back then, with the maximum capacity (55-car) field led by the most expensive, Class D. This is where the Mini, once again, had its rival by the

balls: the Cooper S cost just \$2280 in 1966, while the R8 Gordini asked \$2630 and the Cortina GT500 \$3006 . And don't even bother comparing the running costs of racing a Cooper S against a V8 or Holden six...

So for Mount Panorama's classic in '66, the Minis started behind the Ds. When the chequered flag dropped, the Cooper Ss had filled the first nine places. No other car in the race's history has got close to repeating such dominance.

In conquering the mountain, the Cooper S defeated rivals that not only included Renault Gordinis, Isuzu Bellets and Volvo 120s, but it crushed the more expensive, more powerful VC Valiants with their 134kW 4.5-litre V8s. And while the Cooper S never won the local touring-car championship, drivers such as Brain Foley (and his legendary dices with Pete Geoghegan and Bob Jane's Mustangs) showed the car's performance pedigree.

BMC never intended the Cooper S to be a race car, but the tiny terror literally won thousands of events across the globe. Only a handful of years later, Holden subscribed to the ideal in putting the LC Torana GTR and later GTR XU-1s up against Ford's 5.8-litre V8 Falcons. The Mini Cooper S demonstrated that when it comes to performance supremacy, there's more at play than simply piling on the horses.



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What to do if you use the wrong fuel

Don't panic! Help is available

It's a question that no one ever wants to face: what happens if I put the **wrong fuel** type in my car?

This is a very embarrassing story for a motoring journalist to write, but using the wrong fuel is an increasingly common problem.

There are a number of reasons for this: the quieter operation of diesels, the fact that diesel and petrol pumps can now look quite similar, staff constantly swapping between differently-fueled work vehicles or, as in my case, the fact your mind is thinking about everything except the job at hand.

Happily, the fix is quite simple, but the most important thing to remember is to not under any circumstances start the engine. If you are already driving pull over as soon as is safely possible and turn the engine off immediately – the less time the engine has been running, the less damage there will be.

Hopefully, like me, you'll realise while filling up the car, so it's just a matter of pushing the car to a parking space – again, if safe to do so – and calling for help.

There are a number of options. State motoring clubs like the NRMA, RACQ or RACV are able to assist, but they will typically tow your car to a workshop or dealership to solve the problem leaving you stranded and without a vehicle while the situation is rectified.

If you're in one of the capital cities, a better solution is to call one of the mobile fuel rescue companies that have popped up to tackle this exact problem.

A quick Google will point you in the right direction, in my case directing me to Mobile Fuel Rescue, who operate in Melbourne and Brisbane, while Wrong Fuel Rescue also cover Adelaide, Perth and Sydney.

After explaining my situation, I was informed that a technician would be with me as soon as possible (a two-hour wait in my case) at a cost of \$385, which would cover the draining of the fuel tank, the removal and disposal of the contaminated fuel and 10 litres of fuel (in this case diesel) to help me on my way.

The friendly, helpful technician arrived right on time and began draining the tank at a rate of roughly three litres per minute, the Pajero Sport's brimmed 65-litre tank taking just over 20 minutes to empty.

The contaminated fuel is disposed of by using it to power concrete kilns in Tasmania, instead of using coal, so at least there is a somewhat positive side effect of motorists' mistakes. Once the tank is drained, it's simply a matter of filling up with the correct fuel, and you are on your way.

In summary, if you find yourself in the unfortunate position of having put the wrong fuel in a car, remember not to panic, help is available. The most important thing is to not use the engine, or turn it off as soon as safely possible if you're already driving.

Call the experts and while your schedule and your wallet will take a bit of a hit, your engine should be fine.

Scott Newman from Which Car Magazine

Memories

What Car is this ?

Who is driving ?

Why does it stick in the memory ?



Answers on page 32

You Fill Up Regularly, BUT, Do You Know What 'Octane' and 'RON' Are ?

Octane refers to a molecule with eight carbon atoms. The higher the octane rating, the slower, cooler, and more controlled the burn is, reducing knock. The percentage of octane in an unleaded fuel is typically known as a RON (Research Octane Number) value. Regular 91 unleaded is 91 per cent octane and premium 95 unleaded is 95 per cent octane, for example. The higher the RON figure, the more the fuel will resist knocking.

E85 is over 100 per cent RON. This is a little misleading, since the fuel is mostly alcohol. It resists knocking more than pure octane because a lot of water vapour is formed when alcohol is burned. In contrast, octane releases no water vapour, since there are no oxygen atoms in it! The water vapour helps to draw heat away and cool the combustion chamber, hence why car tuners love the E85 stuff. It also has a heavenly sweet smell when burned.

Back in the days before 1986, a leaded compound was added to higher-grade petrol to reduce knock. This was before petrol was marketed with RON numbers. Those days, it was called super instead of 91 or 98. The compound was highly toxic tetraethyl lead. It is amazing at reducing knock, especially in piston aircraft and race cars. Unfortunately, some of the best stuff is also the most toxic, like asbestos. Due to the toxicity and that lead and other heavy metals are catalyst poisons, it was banned from 1986 when the catalytic converter was introduced into Australia. Leaded aviation fuel is common, but the car race fuel is currently being phased out.

And knock is ... ?? Knock is bad... Really bad. It's caused when the fuel explodes in the combustion chamber before the spark plug has fired. Within milliseconds after the fuel has exploded by itself, the spark plug fires. This creates two tsunamis of fire! Or flame fronts... When these flame fronts collide, a massive spike of pressure and heat is generated.

This force is so strong that it can crack valves, damage bearings and melt pistons if allowed to continue. You'll know when knock is occurring since it sounds almost like a diesel that isn't running properly, or like a little man is under the bonnet hitting things rapidly with a little hammer. Knock is avoided by filling with the appropriate grade your vehicle needs or a higher RON, for example 95 premium instead of 91 regular. Using a lower grade than what is specified will cause the engine to knock, especially in European and turbocharged cars that are specifically tuned for the higher-RON fuel.

Filling with 98 if your vehicle requires 91 is just a waste of money for the reasons of additives and cleaning mentioned earlier. For older vehicles that can have some carbon build-up around the valves, a higher RON than is specified may reduce knocking. The carbon creates a hot spot where the fuel can explode prematurely, so using a high-RON fuel, which burns colder and more slowly, will eliminate knocking

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Courtesy of VFACTS

A record-breaking month in April that saw a massive 137.2 per cent increase over the same period last year, when the COVID-19 pandemic effects first began to be felt.

According to the latest round of VFACTS figures, a total of 92,347 new cars were sold in April – the best April result on record – well above the 38,926 from April 2020. For reference, it also represents a 22 per cent increase over April 2019, where 75,550 new cars were sold.

Federal Chamber of Automotive Industries chief executive Tony Weber said the hot selling conditions were a sign that Australians are showing renewed confidence in the state of the economy. “New vehicles sales are a direct reflection of the performance of the broader economy in terms of consumer and business confidence,” he said. “This time last year we were seeing significant impacts from COVID-19 with less customer activity and inquiries to dealerships.

Historically the April result is between 70,000 and 80,000 vehicles. “It also was pleasing to see increases in sales for rental vehicles across all segments. Growth in rental fleets will be an important building block supporting the recovery of the tourism industry across the country.” Mr Weber also acknowledged that despite the barnstorming resurgence in sales, there were still issues around supply constraints, with factory closures, a semiconductor shortage and the blockage in the Suez Canal all contributing factors.

Leading the resurgence were SUVs, up 172.9 per cent for the month with 49,176 sales, representing 53.3 per cent of April’s total sales. Light-commercial vehicles (LCVs) were next with 21,714 units for an improvement of 130.1 per cent and a 23.5 per cent share, while passenger cars tallied 18,064 units – a 97.2 per cent improvement for a 19.6 per cent share.

Aside from the huge overall sales improvement, the other big news to come out of the latest VFACTS figures was the performance of the Ford Ranger pick-up, which trumped its main rival, the Toyota HiLux, to become the best-selling model in the country for April. Ford’s venerable pick-up recorded 5021 sales for the month, representing a massive 226.0 per cent improvement over April 2020.

Less surprising were the overall brand results, with Toyota again topping the tables with a total of 20,208 sales, up 95.7 per cent on April 2020 and enough for a generous 21.9 per cent overall market share. Its total was helped by strong performances from the likes of the RAV4 medium SUV in second place (4506 sales, up 135.8 per cent), the HiLux in third (4222, +80.5%), the LandCruiser wagon and pick-up range in fourth (3177, +98.2%), and the Corolla small car in seventh (2073, +73.5%).

Mazda was second, with the Japanese brand cracking five-figure sales with 10,052 units for the month for a 10.9 per cent share, and a huge improvement of 232.6 per cent. Mazda was represented in the top 10 by the ever-popular CX-5 medium SUV, which chalked up 2353 sales to finish in sixth place, marking a 263.1 per cent year-on-year improvement.

Rounding out the podium was Mitsubishi, usurping usual third-place-getter Hyundai with 7513 sales, enough for an improvement of 156.9 per cent and an 8.1 per cent share. Two Triple Diamond models found their way into the top 10 – the Triton pick-up in fifth (2458, +424.1%) and the evergreen ASX light SUV (2028, +482.8%).

The strong performance of the Ranger helped Ford into fourth place, with the Blue Oval brand chalking up 7146 sales, for a 7.7 per cent share and an improvement of 217.5 per cent.

Strong performances elsewhere saw Hyundai slip to fifth with 5772 sales and a 6.3 per cent share, despite the brand recording a year-on-year increase of 156.9 per cent.

The only top 10 entrant for Hyundai in April was the i30 small car, which finished ninth on 2005 sales – an improvement of 188.5 per cent.

Hot on the heels of Hyundai was sister company Kia in sixth with 5707 units (6.2 per cent share), followed by Nissan in seventh (3500, 3.8% share).

Eighth place belonged to Subaru (3451, 3.7% share), followed by Volkswagen in ninth (3123, 3.4% share) with Chinese upstart MG rounding out the top 10 (3007, 3.3% share).

While just missing out on a top-10 finish, Isuzu Ute had its D-Max pick-up finish tenth overall for models with 1999 sales, up 163.0 per cent year-on-year.

Among the luxury brands, BMW pipped primary rival Mercedes-Benz Cars by just two units in April (2153 vs 2151), while Audi climbed 243.4 per cent over April 2020 to finish with 1281 sales.

Rental sales saw a big lift with a 411.8 per cent improvement (6249 units), while private buyer interest was also strong with a 177.0 per cent lift (47,436 units).

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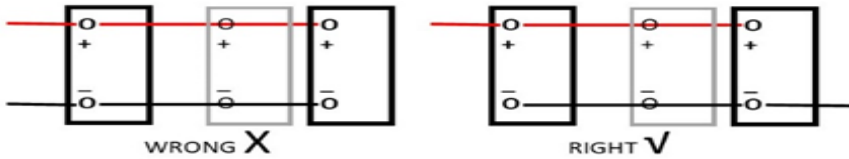
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Explanation:

If the external connections are both made on the 1st battery there is no voltage drop between the 1st battery and the connections. However between the 2nd, 3rd, 4th battery there are internal cables and these have resistance. This means voltage drop in the cables and therefore subsequent batteries present a lower voltage supply at the terminals and a resistance in the internal cables to charging. Consequently the 1st battery does all the work and gets the greater charge and is therefore the first to fail.

If however we make the external connections as shown in the right diagram each battery, no matter how many, has the same length of internal cable connecting it to the external connections. Consequently all batteries are equal and carry the load equally.

Eg. Assume the internal cable (or jumper lead) has a resistance of $1/100\Omega$. If a starting current of 300amps is drawn the voltage drop ($V=IR$) = $300 \times 1/100 = 3v$. ie the 2nd battery only provides 10v to the connection while the 1st battery provides 13v.

Hilton Tripp 20/5/2021

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.

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Australian States ride a roller coaster of sales through a year of COVID-induced uncertainty

APRIL of 2020 was the low point for Australia's automobile retail sector during a pandemic that blanketed the world and blacked out any chance of any accurate future planning.

Sales of new vehicles in most states in April plummeted by more than half compared with the March results. Buyers stayed at home – they had to – and the country switched to idle.

In the 13 months since March heralded the beginning of lockdowns and social distancing, there are some surprises in how the states and territories have fared.

The Australian Capital Territory, for example, posted sales in April this year of exactly the same number as April 2020. Yet NSW and Victoria have almost tripled their April 2020 results while most others have doubled.

The graph line shows the transition from a market weakened after three years of declining new-car sales to the collapse from these lows to an unprecedented plunge with April more than halving the sales of March.

It started a revival in May, and then strengthened in June on the back of some increased optimism in the community and more particularly, the federal government's instant tax write-off of commercial goods that included vehicles.

But that wasn't just a brief rebound. Buyers had been seeking a form of isolation when commuting and new and used cars became a premium, sparking new-car delays and rising prices across the board.

Rising prices – some late-model used vehicles suddenly adding tens of thousands of dollars to the equivalent new-car price – didn't hold back the buyers.

The new-car market kept strengthening in most states from June, with November and December being the highlight of the year due to sales eclipsing the pre-COVID March 2020 numbers in all states and territories except the ACT (2959 units sold in March 2020 and 1528 sold in December 2020).

It's also interesting to see the data from April 2020 to April this year. Given that April 2021 was the best April on record, it's logical that there's a list of positive results in each state.

The ACT has been the weakest performer – in fact, after April 2020 it is the only state to barely move its monthly sales and they remain a half of the territory's result in March 2020.

The biggest winners are the remaining states and territories, with each boosting new-car sales by between 98.4 per cent (NT) and 157.6 per cent (Tasmania).

The figures were strong for NSW (up 143.9 per cent on April 2020); Victoria (up 142 per cent); Queensland (up 144.4 per cent); South Australia (up 134.7 per cent); and Western Australia which recorded a 139 per cent improvement.

The data shows that while the 2020 year was one of ups and downs with a stronger finish, sectors predicted to do well were still down on 2019.

The commercial sector was one that should mirror changes in the economy and specifically moves in vehicles allied to business, particularly vans and utes.

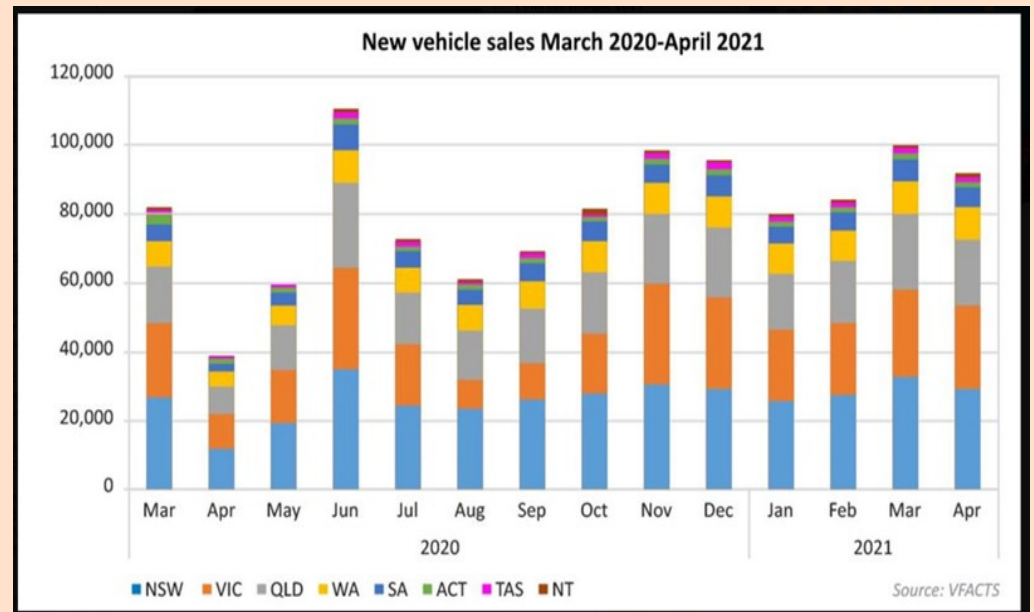
The ute category, with both 4x2 and 4x4 models, fell 11 per cent in 2020 despite the tax write-off incentive and growing demand during the latter part of the year.

In the first four months of this year, this ute sector was up a whopping 29 per cent on the same period in 2020, with a total of 71,708 utes sold to the end of April this year.

Vans sold at almost twice the rate in the period to the end of April 2021, with 9093 sales that compares with 5150 – or a drop of 43 per cent – in the same period of 2020.

Like utes, vans reflect business health. So for the current year at least, it appears the economy is carrying a lot of consumer confidence and, unexpected issues aside, augers well for the remainder of this year.

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Memories:

The car is a Ferrari LM250 being driven by Spencer Martin at Warwick Farm. A 3.3ltr V12, a very successful duo during the mid '60's and later as an historic.

Datsun Sports

The **Datsun Sports** (called **Datsun Fairlady** in the Japanese and Australian markets), was a series of roadsters produced by Nissan in the 1960s. The series was a predecessor to the Z-car in the Fairlady line, and offered a competitor to the European MG, Triumph, Fiat and Alfa Romeo sports cars. Beginning with the 1959 S211, the line was built in two generations: the first generation was largely handbuilt in small numbers, while the second generation (310 series) was series produced. The second generation first appeared in 1961 and continued through 1970 with the SP311 and SR311 lines. The Datsun 2000 was the two-seat roadster that made their name. Paul Newman started his racing career in one. It had a potent 1,982 cc overhead cam engine with dual SU type side draft carbs and a five-speed transmission.

First Generation



The first Datsun Sports model was the 1959 **S211**. It used a 988 cc C-series straight-4 producing 37 PS (27 kW; 36 hp). The S211 featured fiberglass bodywork, influenced by the Chevrolet Corvette. Only 20 examples of the S211 were built, making the S211 the rarest of all Datsun models.

SPL212/SPL213



The SPL212 was introduced in 1960. This was the first Datsun sports car imported to the US. The letter L means "left hand drive". Now with steel bodywork, it was built in slightly higher volume than the S211, with 288 produced through 1961. It had a 1.2 L (1189 cc) E-series straight-4 engine producing 48 PS (35 kW; 47 hp). A 4-speed manual transmission was specified, and an a-arm suspension with torsion bars was used in front. Drum brakes were used all around. This was the first vehicle to bear the "Fairlady" name. It was named in reference to the Broadway musical *My Fair Lady*.^[2] The SPL212 and later SPL213 were sold only on the export market; they were named for their engine displacement. In 1960, production of the Fairlady was moved from Yokohama to the Nissan Shatai plant in Hiratsuka.

These cars are quite valuable. In 1996 a set of unrestored cars (SPL212) sold for US\$100,000.

The SPL213, produced in 1961 and 1962, is very similar to the SPL212. The main difference is the dual-carburetor "E-1" engine which pumped out 60 PS (44 kW; 59 hp), a large increase in such a small and light car. 217 examples were built.

Second generation

The second generation Fairlady made its debut at the Tokyo Motor show in 1961, several months before the roll-out of the similar looking MGB. The second generation was designed for mass production, unlike the mostly handbuilt original model. It was sold as the **Datsun 1500/1600/2000 Roadster** in most export markets. The 1600 and 2000 Roadsters became regular winners on the sports car club circuit. The 1600 and 2000 were produced until 1970 when they were superseded by the 240Z.

SP310/SPL310



The first model sold in Australia was the Fairlady 1500 Sports SP310, which was released in October 1962. The Fairlady's 1488ci engine was fitted with a single side draught Hitachi "SU" style carburettor and developed 75 horsepower @ 5000 rpm. There were rather small 13 inch wheels, drum brakes on all four wheels and a 4 speed floor change gearbox without synchromesh on 1st, it was certainly a car for the enthusiast only, despite Datsun usually opting to have women stand next to the car in their publicity shots . After the first 300 SPL310's had been built, a dual SU carb models with 85 PS (63 kW) was introduced for 1964 and 1965. A four-speed manual transmission was the only shifting option. It was a well-equipped car with a transistor radio, tonneau cover, map lights, and a clock. The first SP310s (1963–1964) were three-seaters, with a unique transverse single seat in the rear and buckets in front. The final revision of the 1500 model occurred in 1965 with a completely redesigned interior which eliminated the back seat and introduced a more sporty dash layout.

Marketing

To coincide with the 1964 Summer Olympics, Nissan established the gallery on the second and third floors of the San-ai building, located in Ginza, Tokyo. To attract visitors, Nissan started using beautiful female showroom attendants where Nissan held a competition to choose five candidates as the first class of Nissan Miss Fairlady's, modeled after "Datsun Demonstrators" from the 1930s who introduced cars. The Fairlady name was used as a link to the popular Broadway play of the era *My Fair Lady*. Miss Fairlady's became the marketers of Datsun Fair Lady 1500.

SP311/SPL311



Many changes were made in 1965. Though the 1.5 L SP310 continued in production through January, a new 1.6 L powered **SP311** replaced it. The new model was first shown at the 1964 Tokyo Motor Show, but did not enter production until March 1965. The restyling was executed in part by Count Albrecht Goertz, who would later be involved with designing the first Fairlady Z. Marketed as the *Fairlady 1600*, or the Datsun Sports 1600 in many export markets including Australia, it featured 14 inch wheels and minor exterior changes.^[8] The front suspension was independent, utilizing coil springs over hydraulic shocks. Rear suspension was a common leaf springs design, dampened with hydraulic shocks. There were many technical innovations introduced with the 1600 Sports, such as front disc brakes and a new 4 speed gearbox which had synchromesh on first.

The 1600 SPL311 came with a pair of SU carburetors. The inline four cylinder OHV engine produced 96 PS (71 kW; 95 hp). Early SPL311 came with a high compression engine that had three main bearings, hydraulic lifters, a cast iron block and cast iron head. Timing of the distributor could be easily adjusted to reduce pre-ignition knock and thereby tune for questionable quality gasoline. Engines in later SPL311 had 5 main bearings and this addressed a design weakness. Top speed for the SPL311 with approximately 91 octane gasoline was approximately 105 mph. The axle gearing suffered from design limitations and Datsun performance parts offered a cooling system as a retrofit. Steering utilized a worm gear design. The hood badge said "Datsun" in individual letters, the rear badge said "Datsun 1600", and the side badges said "Fairlady" (Japanese market) or "Datsun 1600" (Australia). The SP311 continued in production alongside the later 2000 model through April 1970.

Early in 1968 the 1600, just as the bigger 2000, was updated to meet new safety legislation. Toggle switches, a padded dashboard and padded center of the steering wheel were new inside.

The door handles were changed to flush fit lifting units, while the windshield was taller with a top mounted internal rear view mirror.

SR311/SRL311



The introduction of the 1967 **SR311** and **SRL311** saw a major update. Produced from March 1967 until April 1970, the SR311 used a 2.0 L (1,982 cc) *U20* engine and offered a five-speed manual transmission, somewhat unexpected for a production car at the time. The first-year cars (known as "half year" cars) are sought as there were fewer than 1,000 produced which are unencumbered with the 1968 model year emissions and safety changes. The inline, four-cylinder U20 engine had a cast iron block and aluminum alloy head. This new SOHC engine produced 135 PS (99 kW; 133 hp) in original trim. An optional Competition package included dual Mikuni carburetors and a special "B" model camshaft for 150 PS (110 kW; 148 hp); the package also provided higher limit gauges and a license plate surround. In Australia there were no emission restrictions at the time and all 2.0-litre cars were fitted with the Competition package as standard. Due to the 2.0 litre engine, Japanese versions were regarded as expensive, specialized, sports cars due to the annual road tax obligation.

The Datsun 2000 was lauded as a bargain sports car. For the 1968 model year the entire line was updated with a new body featuring a taller integrated windshield with an integrated rear-view mirror, a padded dashboard with non-toggle switches, built-in headrests, and lifting door handles. This version was first shown at the 14th Tokyo Motor Show in October 1967 and was developed to meet the new Federal Motor Vehicle Safety Standards. Australia had no emission controls. In November 1968 Datsun again revised the 2000 Sports, the big news being the fitment of a recirculation ball type steering box, which provided the driver a much better "feel of the road". During a test of the Datsun 2000 Sports in 1969, a reviewer stated "...and quite apart from these new fittings, the Datsun 2000 Sports has unequalled road holding. No car sits down quite so firmly around the corners. The ride is smooth but firm. Steering is precise. The car feels light - but solid. High performance and luxury - a new experience the 124 mph mover".

Sources

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Alexander Palevsky (1998). *"All the Lust Without the Rust". Sports Car International. 14 (V): 57.*



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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.
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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.)

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