

GREAT LAKES
HISTORIC AUTOMOBILE CLUB, Inc.

EXHAUST NOTES

November 2021



1925 Chevrolet
(Member Vehicle)

**John Goss Special
Ford XB Falcon**
(see story inside)



- Also in this issue:
- VFACTS
 - Hydrogen: Help or Hype ?
 - Which car brands going electric
 - And more

EXHAUST NOTES

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

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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
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Car Badges	\$ 25
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Key Rings	\$ 7.50
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Windscreen Banners	\$15
Vehicle Display Boards	— Call Brian

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 FOR 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**

PLEASE DO NOT ATTEND IF YOU HAVE ANY FLU LIKE SYMPTOMS

You must have had two vaccinations to attend until the 1st December 21.

Due to the Covid rules we are only allowed to book 20 in as a group .If more than 20 attend we will have 2 groups, so we are arranging 2 venues, please bring chairs for morning teas.

November

- Wed 3 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 6 **10.00am** Go direct to Kafe Biru for a coffee and chat.
Mon 8 9.30am depart rockpool for BYO Morning tea at JW Park then lunch at Harrington Bowling Club or Harrington Hotel.
Thurs 18 9.30am depart rockpool for BYO Morning tea at Brambles reserve then lunch at Bulahdelah Golf Club or Bulahdelah Hotel.
Tues 23 9.30am depart rockpool for BYO morning tea at Palm Grove Park then lunch at Nabiac Hotel or Krambach Hotel.
Sun 28 9.30am depart rockpool for BYO morning tea at Forster Keys Park then lunch at Club Old Bar or Old Bar Tavern.

December

- Wed 1 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 4 **10.00am** Go direct to Kafe Biru for a coffee and chat.
Sat 11 **12.00 Club Christmas Party and 30th Anniversary lunch at TBB Club**
Tues 14 **5.00pm Supplied Christmas BBQ at Forster Baths BYO drinks**
This is an alcohol free zone

January 2022

No meeting.

Have a Merry Christmas, a safe and Happy New Year.



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MONTHLY MEETING OF GREAT LAKES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club

Due to COVID-19 restrictions and lockdown, our club was unable to meet in both September and October 2021.

Our club has continued to operate with deference to the Covid rules.. The events team has modified the runs to suit, and the management team has met to deal with ongoing and upcoming activities. Items discussed at our manage meeting include;

Combined Christmas Party & 30 Years anniversary celebration

Hall has been booked for Saturday 11/12/21 (lunchtime)

\$200.00 donation by Charlie (Thankyou)

Tickets will be subsidised, so members price is \$15.00 per ticket.

Our 4 lifetime members and partners to be invited.

Special guest invitations **may** include Stephen Bromhead, Terry Green, Chris Ehler. Ron and Michelle to organise invitations, Tickets will be printed ready to be sold at next meeting. Peter Fitzsimmons will sell tickets on the meeting nights.

Events committee to organise Lucky door prizes, table prizes etc

Ron will investigate possibility of car for the foyer of TBBC.

Christmas BBQ and Christmas light run – Dec. 14th at The Bull Ring

New Flyers to be printed, these will be sent to Super Cheap Auto and are to replace the hard copy exhaust notes

Finance Fees to remain at \$35.00 single & \$40.00 for a couple

Signs for Motofest, 2 more will be purchased ... bigger and more visible

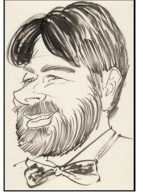
Advertising – will look at extra advertising in the Forster Fortnightly and Great Lakes FM

GLHAC Treasurer's Report Summary October 26th 2021

Balance c/f	\$22,745.86
O/s Cheques	\$0
Opening Balance	\$22,745.86
Income	\$740.00
Expenses	-\$126.36
o/s cheques (0)	
o/s deposit (0)	
Closing Bal	\$23,359.50
Member's benefit	\$1166.51

THE PRESIDENT'S PRATTLE

November 2021



Welcome to the November edition. Good to be back in full swing albeit with some modifications to our normal behaviour. Lockdowns have affected us all ... many cancellations to everyday activities, new health regimes that will safeguard us into the future, stress associated with no family or friends contact ... and so on ... I'm sure you can add plenty here.

I have a story about Covid' impact on me. No, not infection. In September I took delivery of my new Electric Vehicle in Newcastle, which was in lockdown at the time. The police told me to have documentation to show my transaction and to take delivery and come straight home. When I got to the dealers, I was not allowed inside, I had to stand outside a glass window on my phone talking to the rep on the otherside. Inspection was done, on the phone, and instructions to get the vehicle underway was ... on the phone. Papers were passed under a closed door. Thanks to Victor Nadjarian for his support on the day. I'm loving the car.

We continue to get great support from Tuncurry Beach Bowling Club (TBBC). The secretary/manager, Terry Green, was happy to welcome us back .. for meetings ... and of course to enjoy the facilities of the club. We continue to benefit from the vouchers they provide for our raffles. We will celebrate our 30 year Anniversary, along with our Christmas Party at TBBC.

Our 'mobile office' ... the caravan, now just needs sanding and painting. If you can help please give Brian a call.. 0427311823.

Some of our members have received unsolicited emails from other members. This is a scam. If you are unsure about an email from one of our members please ring the sender and check before opening.

Our thoughts are with our members who are unwell or recovering.

Ron. **Happiness never decreases by being shared.**

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GLHAC Event Reports September & October 2021

.Saturday 18th September Kafe Biru – Coffee & Chat

Great to be out of lock-down

38 attended 34 members and 4 visitors enjoyed our Coffee & Chat after our lock-down, great to see Brian & Judy Payne.

In Historic Rego cars:

David & Joedie Neville Austin – 29603H, Ron & Jenny Pulling BMW – 95355H

Max & Judy Smith Holden – 63030H, Graeme & Marcelle Walker Fiat - 99886H

Wednesday 22nd September Lunch at Harrigan's Irish Pub Harrington

A good turn up, very pleasant looking out over the water, 21 attended 19 members and 2 visitors.

In Historic Rego cars:

Kevin Barnard & Dianne Tipping Pontiac 87747H, Tony O'Rourke & Karin Warbrick Mini – 51847H

Keith & Mary Simmons Capri – 87756H

In full rego cars: Dick & Marcia Fancourt, Harvey & Ros Haworth, Bernie & Carol King, Bev Morrison, Brian & Avril Mills, Ron & Val Paff, Ron & Jenny Pulling, Visitors: Bob & Karinne Goodchild.

Tuesday 28th Sptember Lunch at Hawks Nest Golf Club

Very pleasant drive to Hawks Nest, not much traffic, a lot of trucks, when we arrived at the Golf Club the car park was almost full with about 200 cars, we thought we may have trouble getting a table in the Chinese Restaurant but ended up having it to ourselves.

15 attending 14 members and 1 visitor.

In Historic Rego cars:

Kevin Barnard & Dianne Tipping Pontiac 87747H, Ron Paff & visitor Rhonda Mazda – 06372J

Ron & Jenny Pulling BMW – 95355H

In full rego cars: Alex & Apostolidis & Kim Gates, Ros & Harvey Haworth, Brian & Avril Mills, John & Terry Stellema.

GLHAC Event Reports September & October 2021

Saturday 18th September—Kafe Biru (First event after lockdown)



GLHAC Event Reports September & October 2021

Tuesday 28th September Lunch at Hawks Nest Golf Club



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GLHAC Event Reports September & October 2021

Saturday 2nd October — Kafe Biru



GLHAC Event Reports September & October 2021

Friday 22nd October Lunch Coopernook Hotel

Our first run after the lockdown was on Friday 22nd for lunch at Coopernook Hotel, the attendance exceeded our expectations with a total of 33 members and 3 visitors attending, this required a hasty reorganisation as the Hotel was only allowed to have 20 in a group. Everyone enjoyed the lunch and good company.

Attending in Historic rego cars:

Alan Duncan Suzuki 63032H

Keith & Mary Simmons Capri 87756H

Everybody else was in full rego cars.

Wednesday 27th October 2021 Krambach and Lunch Gloucester

What a difference a few days make, 36 to Coopernook 10 to Gloucester.

Anyway it was a lovely spring day 8 of us left the rockpool and journeyed to Krambach for morning tea where we were joined by Kerry Bales and visitor Tom Carson, Cheryl Williamson dropped in for morning tea with us. 10 of us left for the Roundabout Inn Gloucester, the road was in very good condition – no potholes. As usual the meals were very tasty.

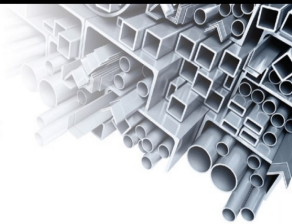
Attending Keith & Mary Simmons in their Capri 87756H.

Kerry Bales MGB, Tom Carson Corvette, Brian & Avril Mills, Victor Nadjarian & Harold Rowe, Albert Waldoock & Sharon Berry in moderns.

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GLHAC Event Reports September & October 2021

Saturday 2nd October — Kafe Biru



GLHAC Event Reports September & October 2021

Wednesday 27th October 2021 Krambach and Lunch Gloucester



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Below is a full list of our sponsors who continue to support our club. Please support them in return.

Advertisements and contact details of each of our sponsors are included in the following pages and throughout the magazine.

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Hidden private speed cameras ... Do they help ?

In this article from July 2021, Peter Anderson expresses an opinion that they don't.

Privately operated speed cameras are picking up thousands more motorists for low-level offences and it's not a coincidence

The NSW approach to speed enforcement isn't psychopathically puerile. You don't get done for three over the limit. Just doesn't happen. I worry it might, though, as the state gradually winds back its protections for motorists against privately operated speed cameras.

Now, let me set some ground rules. Inappropriate speed on a public road is a bad thing. I am not going to be advocating a zero enforcement attitude any more than I would a zero tolerance attitude. Neither make sense and both get people hurt, or worse, killed.

Additionally, if you get caught and it's a genuine offence, I think you should pay the fine. If you're like me and have occasionally indulged in some back-road exploration of a performance vehicle's talents, just thank your lucky stars you were done for 68 in a 60 zone while listening to a podcast and not ...

Over the past couple of years there has been a troubling change to the way speed is policed in NSW. The biggest one for me was the November 2020 announcement that the NSW State Government would remove warning signs for mobile speed cameras. Mobile speed cameras, for the uninitiated, are parked on the side of a road, usually a fairly busy one and often on a grass verge. They are themselves marked with a fairly generic set of coloured stripes, but I often mistake them for the vans which change the advertising posters in bus stops.

The signs themselves weren't big and were placed on the side of the road before and after the host vehicle. Sometimes – and I'm sure it was purely accidental – behind parked cars, where you couldn't see them.

My first problem with these vehicles was, and has always been, that they're privately operated. Last time I looked, it's the job of the police to deal with speeding – and the best way to do that is to haul someone off the road and have a word with them before handing over the fine. If the offence was especially serious, it ends then and there, your licence shredded and Constable Whatstheir-name unscrewing your number plates.

The second problem I have with these mobile speed cameras is that they're clearly about revenue.

Now, I know this is a boring old trope, but stick with me. Since the removal of the signs, fines for less than 10km/h over the limit stand at 22,742. By contrast, for the first five months of 2020, that figure was 1397, according to the NSW Opposition. Yes, we had Covid-19 in there, but even a pandemic doesn't explain an increase of that magnitude and the fact that the first three-or-so months of 2020 were largely unaffected by Covid.

At a minimum of \$123 a pop – the kind of money plenty of folks will just pay rather than be forced to take a day off work to fight – the treasury is up by \$2.6m

in just five months for that low-level offence. It's a drop in the ocean for the NSW Government, but not for a private operator.

Naturally, I have an anecdote to explain why there are so many more fines. Near where I live, there are three roads which run roughly in parallel. One is a divided road, two lanes in each direction, traffic lights, good lighting at night, that sort of thing. For years, it was a 70 zone – until about a decade-or-so ago, when the limit was reduced to 60 for reasons which aren't entirely clear.

Everyone, including the cops, travels safely down that road at 70. There is a poorly engineered and surfaced 90-degree bend where there is the occasional accident, but we're talking once every 18 months or so.

The next main road runs a couple of blocks back and is also a 60km/h road. It has a school, borders a shopping centre, has many bends, pedestrians, more shops, lots of high-density living, playing fields, cyclists and traffic-calming obstructions which endanger cyclists. You get the picture.

How these roads are the same limit is a puzzle for another time because, as with the first road, everyone travels at a speed which is more comfortable, which is 50km/h – 10 under the posted limit. I don't even shout at them, because it is honestly a safer speed for said road.

The question here is, why does a privately-operated unmarked speed camera sit on the road with the artificially low limit and with far fewer potential problems than the nearby 60km/h road?

Accidents are less common on the former than on the latter – and generally only occur in peak hour at low speeds, because old mate was texting instead of paying attention. Yet the camera cars will sit there for ages until the Waze brigade spots them.

The answer is easy. Money. But not in the old school quota-filling, revenue-raising way of cops hiding behind trees with a radar gun picking you out of traffic and embarrassing you for five or ten minutes before either letting you off with a warning or handing you a fine. That I can live with, even though it's not much fun being on the receiving end.

The company running NSW mobile speed cameras is a partnership between G4S and Acucensus, which I thought was an acne medication. G4S is a giant security company offering just under sixty grand to its operators to sit in a parked car and pretend not to sleep. Whereas a NSW probationary constable takes in just over \$73,000 and costs a lot of money to train and equip. And costs more again for highway patrol.

The margins clearly aren't there for the State Government, but they are for private enterprise.

Speed limits are arbitrary enough, but when private operators are given targets – which are baked into budget estimates in the same way stamp duty and registration fees are – it has to be made worthwhile. State governments rely on this cash, which is why speed “enforcement” is offered as a franchise to private companies who know how to turn a buck and don't have pesky rules and unions to deal with, just something they understand: revenue targets.

These companies don't take this business on if they don't intend to make money.

They're not there to contribute to road safety, their targets have nothing to do with lowering the road toll. Their job is to take photos and then an automated process ensures you get a fine in the mail, days or weeks after the offence which, according to Government advertising, you will surely not survive. A machine stamps a NSW Police letter-head with the offence and it's hugely unlikely a human is involved in these low-level misbehaviours. It's kind of like Robodebt, but less discriminatory.

State governments aren't serious about reducing speeding, they need it to pay the bills. They do not spend the revenue on road safety. I know this because when was the last time you were tested, asked to undergo practical training and risk assessment, or offered other useful skills to improve your driving?

How many roads have signs obstructing other signs, huge potholes, poor surfaces, standing water when it rains, blind curves, inappropriate road furniture? How many cars do you see with bald tyres, damaged or inoperable brake lights and other safety hazards? Heaps. The list goes on.

Getting the details right is the hard yards of road safety. And it goes right back to design and execution of roads, not just drivers. Again, something to which state governments don't pay as much attention as they ought.

Paying a faceless company to pay someone else to babysit a camera and not even have to get out of the car and put down two small signs behind parked cars? Easy. Just wait for the cheques to roll in and for little to no improvement in the road toll.

Has this opinion galvanised you into some action ?? Like expressing your concern (about road safety) with our local member !



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Courtesy of VFACTS

September 2021: New-car sales set to pass one-million mark despite disruptions

Australia's new-car market is on course to pass one million units despite supply issues and lockdowns continuing to disrupt showroom results. The latest official industry data reveals 83,312 vehicles were sold last month. The figure represents a 21 per cent increase on September 2020, though is the second-lowest September tally since 2011.

Total sales for the year now stand at 816,140, a 27 per cent increase on this time last year when the market continued to be most heavily affected by the COVID-19 pandemic.

New South Wales again accounted for the biggest slice of the nation's new-car sales despite an eight per cent decrease to 23,965 units. Victoria sales of 20,495 were nearly double its particularly troubled September 2020, a 96 per cent increase that nudged the state past Queensland's 20,062 units.

Industry body the Federal Chamber of Automotive Industries (FCAI) said September's results were encouraging, but acknowledged the ongoing lockdowns and global micro-processor shortages were restricting market progress. Brands are working across their supply chains to deal with microprocessor issues and consumers are embracing online purchasing through click and collect delivery options.

Passenger car sales have recovered by only five per cent compared with this month last year and are up only seven per cent year to date. September sales of 18,531 places passenger cars behind light commercial vehicles (20,035 units) and the dominant SUVs (40,832 units). Ute sales lead the way for individual segments. Combined 4x4 and 4x2 ute sales are 17,327, though 14,476 units for 4x4 utes alone places them above the next most popular category of mid-sized SUVs (14,031 units). Large SUVs were third in September, courtesy of a 46 per cent sales increase to 11,145 units. Small SUVs placed fourth with 10,750 units.

Small-car sales were static at just over 9500 units, and down nearly four per cent year to date. Micro cars were the biggest grower in September, with a 64 per cent increase, albeit representing just 697 vehicles. People-movers were up 54 per cent to 844 units for the month

Top 10 models

The Ford Ranger outsold the Toyota HiLux for only the third time this year, making the locally developed ute the best-selling vehicle for September. It put only a small dent in the HiLux's overall 2021 lead, however, while Toyota vehicles accounted for half of the top 10 model sales for the second time this year after the Camry sedan made its first appearance of 2021 in the list. The Hyundai i30 maintained its 100 per cent top 10 record for 2021, if comprehensively outsold by the rival Corolla – which increased sales by a huge 139 per cent. The gap was close to 1500 units.

Isuzu's D-Max has also never left the top 10 this year, leaving another ute as the surprise for the month. Sales of the Mazda BT-50 jumped by nearly 180 per cent compared with September 2020 to just sneak into the best-sellers list. The BT-50's cause was aided by a rare falter for the Japanese brand's mid-sized SUV. CX-5 sales dropped 20 per cent to 1415 sales to push it out of the top 10 for the first time this year, and a single unit below the rival Hyundai Tucson (1416 sales). Mitsubishi's ASX compact SUV made only its third appearance of 2021 in the top 10, though the company's Triton ute has missed out for the third consecutive month after being a regular fixture in the first half of the year.

Vehicles outside the top 10 include the Subaru Outback wagon (up 286 per cent to 1162 units), just-launched new-generation Isuzu MU-X SUV (up 203 per cent to 1297 units), and new Toyota Kluger seven-seater SUV (up 127 per cent to 1266 units). The Land-Cruiser 200 wagon has hogged the sales headlines in 2021 so far, but in September it was the turn of the 70-series ute with 1314 units - a 116 per cent increase on September last year.

With just three months of 2021 remaining, the HiLux remains clear favourite to be Australia's favourite vehicle yet again. Toyota's RAV4 and Corolla also look well set to win their respective SUV and small-car segments.

Top 10 brands

Toyota last month sold more than triple the number of vehicles shifted by the next most popular car maker. The Japanese brand increased month-on-month sales by 56 per cent to again register more than 20,000 monthly sales.

Second-placed Mazda suffered a seven per cent decline to post 6555 sales for September.

Ford Australia had a strong month, with a 20 per cent increase not only placing it third for September – but pushing it ahead of Hyundai in the overall 2021 manufacturer race by just 100 units.

Korean affiliate brands Hyundai and Kia both had a relatively flat month, up just three and one per cent, respectively.

A nine per cent year-on-year increase for Nissan sales couldn't prevent the Japanese brand from missing out on the top 10 manufacturers list for the third consecutive month. Nissan has been replaced in seventh place in overall 2021 sales by Volkswagen.

Outside the Top 10, September was a disappointing month for German luxury brands. Audi, BMW and Mercedes-Benz all endured sales decreases – down 12, 27 and 17 per cent, respectively – while Porsche dropped 34 per cent.

Lexus sales grew 90 per cent compared with September last year, equating to 689 units and contributing to year-to-date growth of 25 per cent. British luxury brand Jaguar also defied a difficult year so far to post a 71 per cent increase in September to 104 units.

Positive stand-out September results beyond those brands in the Top 10 included Peugeot (up 198 per cent to 486 units), GWM (up 197 per cent to 1801 units), SsangYong (up 139 per cent to 234 units), Lotus (up 100 per cent to 12 units), Jeep (up 65 per cent to 795 units), and LDV (up 51 per cent to 1372 units). Peugeot's sister brand Citroen sold just seven cars last month, putting it ahead of only McLaren (6 units) and Rolls-Royce (2 units) of the established brands.

Honda's 2021 struggles also continue. The Japanese brand's September sales were down 45 per cent, with year-to-date sales down 39 per cent.

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Invitation Events

These events are subject to Covid regulations .. Please check with the Events Team.

- Taree Cars & Coffee 3rd Sunday of the month, Bunnings car park Taree 7.30am – 9.45am

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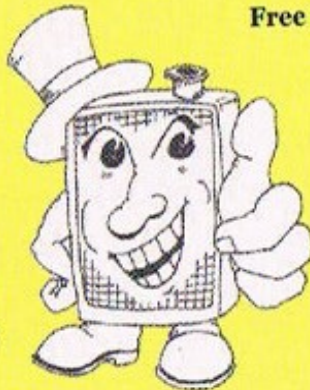
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Hydrogen: help or hype?

Hydrogen can be used for transport, such as in the Toyota Mirai, a fuel cell electric vehicle (FCEV). However, due to energy losses in the process of creating and supplying hydrogen, they are less efficient than battery electric vehicles (BEVs).

Australian federal and state governments are working on a hydrogen strategy document. Much is being made of the announcement that at the Tokyo Olympic Games, hydrogen was burned in the Olympic torch and even powered 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?

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 metal-working, 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.

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. In 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, but its study considered only vehicles powered by fossil fuel rather than batteries, which are the real competitor for hydrogen vehicles.

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, 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, it is clear that Australia should not devote resources to a network of hydrogen refuelling stations. Such efforts should instead be devoted to chargers for BEVs.

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.

Hydrogen in homes and businesses

Natural gas is widely used in Australian homes and businesses for space heating, hot water and cooking. It has traditionally been considered a cheaper and 'greener' option than the electric alternative, but this is no longer the case as gas tariffs have risen and efficient electric appliances have been developed. As gas becomes increasingly sourced from coal seams and grid electricity from wind and solar, natural gas will become a liability in the context of reducing emissions.

It's possible to pipe renewable hydrogen to gas appliances instead, but this has many downsides. Existing gas appliances must all be replaced, as well as valves, meters and so on. Appliances could not be replaced gradually—rather installation must coincide with the gas change-over. This is not a realistic prospect; in addition, CSIRO projections indicate that compared to natural gas, consumer bills would increase with hydrogen.

For powering homes and businesses, efficient electric appliances are a much better option than both fossil natural gas and hydrogen. (Although it is noted that renewable hydrogen gas may make sense for some large businesses with industrial processes in which electricity is no substitute.)

Hydrogen as exportable energy

One area where a hydrogen industry has significant potential is as exportable energy. For example, Japan is energy-poor and currently relies almost entirely on imports of fossil fuel and uranium, much of it from Australia. It has little suitable land available to host solar farms or wind farms. Japan's response is a strategy to move toward hydrogen for energy, which states that by 2030 the country will develop supply chains to import 300,000 tons of hydrogen annually. The clear intent is to import multi-use hydrogen generated from renewable energy rather than from fossil fuels, to meet Japan's commitment to the Paris agreement. Korea and China may adopt similar strategies. In contrast to Japan, the Pilbara region of Western Australia has an enormous, high-quality renewable energy resource but no significant market, as the remote area has no transmission line to Perth, let alone the eastern states. A massive project, the Asia Renewable Energy Hub, is in early-stage development. It aims to generate electricity from wind and solar and use it to produce renewable hydrogen for export. Allowing for cost reductions over the next several years, the developer claims that it will produce "the cheapest power in Asia". Australia has a great opportunity to develop an industry to export renewable hydrogen (possibly in the form of ammonia) and meet global

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demand. We are the world's largest exporter of fossil natural gas; in a future where the world stops burning fossil fuels, our hydrogen exports could displace those of coal and gas.

Producing renewable steel

Coal is important in traditional steel refining processes not only for its heat but also for its carbon, some of which ends up in the steel. Unfortunately, emissions are high: iron and steel manufacture is responsible for 7% to 9% of all direct emissions from fossil fuels. One way to produce emission-free steel is using hydrogen: a pilot plant is currently under construction in Sweden to test the technology.

Since Australia is currently a major exporter of both iron ore and energy, in a future low-carbon world it would seem logical to develop a local industry processing iron ore into steel, using renewable hydrogen. This adds value to the raw commodity, saves energy and cost by transporting a more compact product and reduces energy consumption by our customers, making it easier for them to achieve their own fully renewable energy supply.

Inter-seasonal energy storage

As we progress to a future high-renewable grid, energy will need to be stored in large quantities ready for supply during periods of low generation due to cloudy, calm weather. The Snowy Hydro 2.0 pumped hydro facility will meet some of this requirement, since it can supply as much power as a large coal-fired power station for a whole week. However, this asset alone will be insufficient.

One option to boost energy storage is to create renewable hydrogen whenever there's an oversupply of wind and solar generation. It could be stored for long periods (in salt caverns, or potentially in facilities such as the Iona Underground Storage Facility, a depleted gas field near Port Campbell, Vic, currently used for storing fossil natural gas) and used to generate electricity when required.

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

For a fast transition to a low-carbon energy system, Australia 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.

Producing hydrogen from fossil fuels, 'brown hydrogen', makes little sense, as oil, gas and black coal are easier to handle and transport than hydrogen. Water consumption is significant: it takes nine litres of water to produce a kilogram of renewable hydrogen.

Also, safety issues must be managed when transporting hydrogen or ammonia.

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.

Author: Andrew Reddaway

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Shannons 2021 Spring Timed Online Auction

31st August—7th September

Back in early September, Shannons conducted an online auction for memorabilia, motorcycles and cars. There were some 90 odd cars that went under the hammer. Here is a small selection of the car sales made and the respective prices paid.

**1987 Jaguar XJ-SC V12
Cabriolet**

Sold: \$29,888



**1968 Holden HK Kingswood
Utility**

Sold: \$50,000



**1968 Shelby Mustang
GT500 Fastback (RHD)**

Sold: \$256,500



**1984 Porsche 911 3.2 Carrera
Cabriolet**

Sold: \$65,500



**1968 MG B MkII
'Overdrive' Roadster**

Sold: \$37,000



**1970 Morris Mini Cooper
'S' MkII Saloon**

Sold: \$80,500



**1960 MGA 1600 Mk1
Roadster**

Sold: \$66,500



**1980 Chrysler CM Valiant
Sedan**

Sold: \$38,000



**1968 Holden HK Monaro
GTS 327 Coupe**

Sold: \$301,000

**1970 Ford XW Falcon GT-HO
Phase II Sedan**

Sold: \$373,500



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MARKET INSIGHT: Sportscars accelerate

NISSAN is set to invigorate the highly reactive sportscar segment with the impending reveal of its next Z car, to replace the current coupe that has been with us for a staggering 20 years.

The sportscar sector, more than other new-car segments, responds rapidly to new products, placing greater emphasis on manufacturers to keep the model line fresh.

But sportscars can be expensive to manufacture and their relatively low volume does not often make them a viable part of a range. Hence Nissan's 20-year-old Z car.

Nissan is not alone. Toyota and its partner Subaru are poised to launch a new coupe to replace their respective decade-old 86 and BRZ.

Mazda is on the fourth generation of its MX-5, a nameplate that emerged in 1989 and has since averaged eight years between major upgrades.

The importance of refreshing the line can also be gauged in the number of models that have ended production because of a disinterested public, because of the launch of a more interesting newcomer or because of costs.

The Honda S2000 finished being built in 2009 on slow sales and high production costs. It was to have a successor, but the Global Financial Crisis ended that plan.

Australia also lost the Holden Monaro (2011), Mazda RX-8 (2012) and Peugeot RCZ (2016), each a memorable sportscar.

The sportscar segment has changed as much as the models available within it, the mix of sub-\$80,000 entrants sliding from 28 in 2010 to 10 last year.

Reflecting the view that sports cars are expensive to make and need a strong return to survive, the segment above \$80,000 rose from 18 models in 2010 to 39 last year, flooded with Audis, BMWs, Mercedes-Benzes and the more exotic examples from Aston Martin, Ferrari, Lamborghini and McLaren.

The incoming new versions of the Toyota 86 and Subaru BRZ are expected to again give the sportscar segment a kick.

Toyota proposed an affordable coupe as a means of reviving flagging interest in cars by youths as early as around 2005, leading to the FT-86 concept of 2009. To meet price points that could be met by the youth market, the concept lost its V6 hybrid engine and took on Subaru as a partner, along with its flat-four engine.

When it was launched in Australia in 2012, it opened at \$29,990 plus on-road costs – right in the affordable bracket targeted by Toyota. Built by Subaru (16.5 per cent owned by Toyota), it also had a clone from Subaru known as the BRZ.

The 86/BRZ showed now only that a market exists for a low-cost coupe, but that the sportscar market can be triggered into intense activity when a new model comes along.

In Australia, the 86 sold 6706 units in its first full year (2013) – a figure it has not come close to repeating – while 1411 BRZs sold, also its record, in the same period.

On the arrival of the 86, the segment rocketed 32 per cent in one year – attributed almost entirely to the new 86/BRZ but also to other sports cars that became the recipients of newfound buyer interest.

The Ford Mustang of 2015 did the same thing when it launched in Australia and almost single-handedly lifted the segment 16.5 per cent, with 6200 Mustangs delivered in its first full year on sale earning it the title of Ford's third-biggest seller of 2016.

But sportscars have a finite appeal with buyers who strongly lean to new products over old.

Once initial pent-up demand is sated, new products slide quite quickly from fashion. In 2020, the Mustang achieved 2923 sales and in the first seven months of 2021, the Mustang found 1934 buyers.

The Nissan 370Z had 436 sales in its first year after succeeding the 350Z (2012) on which it is heavily based and drifted down to 178 in 2019 then 109 in 2020, partially attributed to news its replacement was on the way and mainly because it was clearly an old model in comparison to rivals.

Toyota's 86 slid from its 2013 high to 1619 units by 2017 and by 2019, 568 cars, while the Subaru BRZ finished 2019 with 399 sales.

When launched, the 86 outsold the BRZ by a factor of almost five. In 2020, the BRZ outsold the 86 by a handful (407 to Toyota's 387) as interest waned, stock became tight during the pandemic and rivals were catching more buyer attention.

Mazda seems to have had a stronger record, even though it has peaks and troughs, because it has introduced generational changes that keep the product fresh.

In the first seven months of this year, the MX-5 has recorded 507 sales – substantially better than the 12 months each of 2019 and 2020.

How well the incoming Toyota 86/Subaru BRZ and Nissan's new Z do will add sparkle – or dust – to the sports-car segment.

By NEIL DOWLING August 2021

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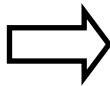
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Cars of Historical Interest

John Goss Special - FORD Falcon XB

EX JOHN GOSS, ALLAN MOFFAT, SIR JACK BRABHAM



The signature '75 Bathurst livery of Blaze Blue (AKA Goss Blue) with white flanks, the Falcon XB Hardtop is a major part of Australia's Motor-sport folklore. Owned and raced by living legend John Goss from 1975 to the end of 1978 and retiring from Group C duties in 1979..

John Goss was the first man in Australia to officially race the Falcon Hardtop in 1973's new Group C touring car series. With the new rules allowing wider tyres, powerful engines and laxer homologation laws, Group C was a welcome, if not a little confusing, shot in the arm to the Australian racing scene. Using his original XA GT Falcon Hardtop, Goss and Kevin Bartlett teamed up for a popular victory, at a very wet Bathurst in 1974, with KB's skilful final stint in the wet an all time Bathurst 1000 highlight. After a few years of hard campaigning, Goss's very used XA GT was sold off and a new Blaze Blue XB GT was delivered via sponsor McLeod Ford a few weeks prior to the 1975 Bathurst 1000. This special order XB GT was removed of sound deadener and seam sealer to save a few extra kilograms of weight. Lightweight glass, panels and bumpers were occasionally available on these special order racers too. The XB GT's first race was Bathurst, with Goss teamed up with Kevin Bartlett again and hopes were high for a repeat victory. 10 laps in, the 351 let go, much to the dismay of Ford fans everywhere. The remaining Endurance rounds were also a disappointment for Goss, who subsequently parked the car and concentrated on his busy F5000 Career.

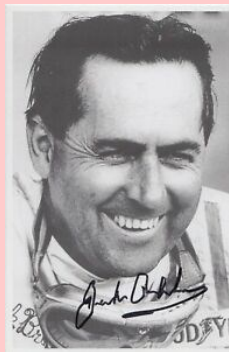
In June 1976, while Goss was in transit to Round 6 of the Australian Touring Car Championship at Adelaide, Allan Moffat's transporter caught alight in the Adelaide Hills, burning it and his GT Falcon Hardtop to a cinder. Goss generously loaned his Falcon, which Allan promptly put second on the grid and won the round. Proving the race speed of this Falcon! Allan then used the Falcon in the following ATCC

round at Queensland Lakeside raceway, getting second on the grid, winning the first round and finishing second in the next, to come second overall to Colin Bond's HDT L34 Torana. These two results kept Moffat in contention for the touring car title, which he clinched in his "Project Phoenix" XB GT. Goss



then contended the Sandown 400, Bathurst 1000, Adelaide, and finally Surfers to round out his 1977 season. Despite qualifying the Falcon consistently up the field, reliability issues plagued him and his enduro round partner Jim Richards, resulting in poor performances.

1977 will go down in history as the year the Falcon Hardtop dominated touring car racing. Allan Moffat and Colin Bond lay waste to any opposition from Holden. Goss contested three rounds, with a credible 4th at Amaroo Park in April being his best result. Some new and re-freshed financial backing from Citizen Watches, Radio 2SM and Stud Cola, allowed Goss to expand into a two car



team, recruiting none other than three times F1 world champion Sir Jack Brabham and Le Man winning son Geoff. Another huge coup for Goss's Blaze Blue coupes was multi-Le Mans winner Henri Pescarolo signing on to race with Goss in the Bathurst 1000. Sandown was a DNF for Goss and Sir Jack Brabham, but Bathurst was looking good for Goss's two car team. History goes to show that Sir Jack and Geoff Brabham, racing in the Falcon coupe, were in the top 5 and could have troubled eventual winners Moffat and Ickx, but a rocker gave trouble and the father and son Brabham team had to settle for 18th.

In 1978 chassis number JG66RY 13182 contested 4 rounds (Oran Park, Amaroo, Sandown, Oran Park) before Goss retired the car, eventually selling it to Escort racer, Rod Stevens, who contested select rounds of the 1979 touring car season, including the Bathurst 1000 in the attractive Brian Wood Ford livery, as a team car to Murray Carter. Stevens sold the Falcon to Wally Kramer, a name synonymous with good Fords, having owned a factory black XY GTHO road car and

racing a rare, Group A Ford Mustang later. Kramer raced the car as a Sports Sedan in Goss Blue, fortunately retaining its Group C configuration, a rare fate for many ex Group C Sports Sedan racers. Kramer sold the car to Ian Kelly, who relatively quickly sold it to another racing stalwart, who in turn sold it to Garry Willmington, who restored it back to XC Cobra configuration and let his wife drag race it, pulling low 12 second passes in street trim! From Willmington the car went to Ford fan James Stewart, who disassembled the car for a comprehensive restoration, but quickly found out he needed someone like Kerry Turley, a Falcon Hardtop expert and owner/restorer of quite a few rare Fords, to do the job correctly. Turley purchased the car from Stewart, and proceeded to undertake 6 months of research on the Falcon. He contacted John Goss and former Goss mechanic Grant O'Neill to cross reference media information of the day and employed mechanics including O'Neil and Dennis O'Brian, panel beaters and sign writers with either a background from the heady Group C days, or a love for that era. The car says a lot about Turley's dedication throughout this restoration project and it would not be an overstatement to call it the finest restoration job on any racing Falcon hardtop in Australia.

With a significant and well documented racing history, including having been raced by F1 World champs, future Le Mans winners, ATCC and Bathurst winners all throughout 1975 to 1979 and boasting a most important clear ownership chain after its glorious racing career, this Blaze Blue XBGT Falcon Hardtop represents an excellent buy for someone who wishes to race in the extremely popular Group C Historic Series, or the astute collector who knows the merits of a perfect provenance, combined with the excellent aesthetic appeal of a Group C Falcon Hardtop, in the iconic Goss Racing livery. It is the first Group C Falcon Hardtop to be put to auction for 6 years. John Goss: Born in Tasmania, 1943. His first race was in an FJ Holden at Baskerville in his home state. Coming to public note with his custom built "Tornado", 'Gossy' was at the forefront of Australian Touring Car racing from 1969 to 1985, with his last Bathurst start in 1990 in a Group A 190E Mercedes. 'Gossy' managed some very credible results in his Australian engineered Matich A53 Repco Formula 5000, winning the Australian Grand Prix in 1976 and entering the record books as the first and only person to have won Bathurst and the Australian Grand Prix. A very strong claim to fame, highlighted by others like Sir Jack Brabham and Alan Jones who had many starts at the two events, but never finished first in both. 'Gossy' is still active in supporting Historic Motorsport at select events and his affable ways make him still a popular figure. I'm sure the new owner will enjoy the company and the willing input of this eloquent Australian Motorsport legend.

Words by Chris Bowden

In The Showroom

The base John Goss special was in reality a low-line Falcon 500 two-door, but the handling/tyre/spoiler options gave the hardtop a stable feel on the road. The

250 engine was pretty damn good, being quiet and smooth and having sufficient urge for average requirements.

Naturally the car suffered from the accepted Falcon hardtop failings, such as poor visibility and an unnerving flexibility in the side panels when closing the doors, but on the road the John Goss Special handled okay, rode comfortably and offered good value for money.

What made the John Goss "Special" really special, and desirable, were the options and packaging. The specifications and paint job were practical and eye-catching for the time, being either white with blue/orange trim, or white with emerald/orange striping.

At release the price was listed at \$5716 (manual) and \$5537 (auto) and this constituted a saving of more than \$200 – which was pretty good value if you were looking for a two-door Falcon with added performance.



The regular production options which were offered on the limited-run model (400 units) were 302 V8 engine, sports console, carpets, 185 SR14 steel belt radials, sports handling suspension and rally instrument pack. There were, as mentioned, only two paint options available plus a fair smattering of stripes and decals to jazz it up. The bumpers were painted, as per Falcon

GT, and the wheels were rally pack-type.



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Which car brands are going all-electric – and when?

By Andrew MacLean

Following is a list of the car-makers that are promising to axe petrol and diesel engines in favour of zero-emissions battery-electric power.

UPDATED 06/08/2021: Since this article was originally published several other car-makers have announced plans to become 100 per cent electric vehicle brands, including Alfa Romeo (by 2027) and Citroen's DS sub-brand (2024), which isn't currently present in Australia.

Meantime, Mercedes-Benz has promised to offer an all-electric version of every model in its range by 2025, and to become an all-EV brand by 2030 – where “market conditions” allow.

ORIGINAL ARTICLE PUBLISHED 01/07/2021:

Tesla is the poster child of the electric car revolution. The American car-maker has shaken up the automotive industry over the past decade as the first – and still by far the biggest – exclusively all-electric global vehicle manufacturer.

But things are about to change over the course of the next decade due to a number of forces all colliding together.

Battery technology is improving at such a rapid rate and production costs are coming down that EVs are forecast to be on par with conventional vehicles in terms of driving range and price by 2025. Natural demand for battery-electric vehicles is also growing as sustainability becomes a more conscious lifestyle choice. And government regulations are putting a noose around the neck of emission outputs that could make it impossible for combustion-engined vehicles to be sold in some countries. Because of these factors, Tesla won't be the only all-electric international car giant within the next few years, with some of the oldest and most traditional brands committing to a battery-powered future.

Bigger, more mainstream car-makers, from Toyota to Subaru and BMW to Mercedes-Benz, have outlined plans to drastically increase their EV inventory over the same timeframe, but the following brands have promised to go all in and challenge Tesla to help save the planet – and hopefully shore up their future.

Alfa Romeo Alfa Romeo has been attempting to revive itself for decades now. Most recently, the famous Italian marque wanted to go head-to-head with its German rivals and spent billions developing the Giorgio platform that underpinned the new Alfa Romeo Giulia sedan and Stelvio SUV range. As good as they are, it hasn't worked as well as they hoped.

Now, with the recent formation of Stellantis following the merger of Fiat Chrysler Automobiles and PSA Group, Alfa Romeo is talking about another revival plan that sets a path for a fully electrified line-up by 2030.

Alpine Renault's high-performance sub-brand will become fully electric by the end of the decade with plans to replace the critically acclaimed Alpine A110S with a battery-powered sports car that will be co-developed alongside Lotus.

Alpine has also assumed the responsibility for the development of all future Renault Sport models,

Aston Martin Lagonda Aston Martin announced as long ago as 2018 that it will revive its Lagonda nameplate as an all-electric sub-brand for uber-opulent limousines and SUVs. But then it cancelled it. An updated product plan developed by new boss (and former Mercedes-AMG head honcho) Tobias Moers, Lagonda is back on the agenda with a likely debut before the end of the decade.

Audi Audi has been making serious headway into the electric car landscape with its ever-growing range of Audi e-tron models, and the German car-maker recently confirmed it intends to build its last combustion-engined vehicle in 2026 – suggesting it will become an all-electric brand within the next 10 years.

Bentley The luxury of silence has been a hallmark of Bentleys for decades, so it was inevitable that the luxurious British car-maker would adopt some form of electrification. Last year, Bentley went a step further and confirmed that its entire line-up would be exclusively plug-in hybrids by 2026 and completely battery-electric by 2030.

Citroen Citroen revealed its latest future product plan earlier this year under the title ‘Electric for Everyone’, which confirmed the French car-maker will offer an electrified version of every model in its range by 2025.

Fiat Like its sister brand Alfa Romeo, Fiat will also become a fully electric division of the newly-created Stellantis group by 2030, it was announced earlier this year. The transition has already begun with the latest incarnation of the Fiat 500 city car exclusively offered as an EV in Europe, with plans to phase out combustion engines from 2025.

Ford (in Europe) As one of the world’s automotive powerhouses, Ford is investing billions in electric vehicle development. While it has already created cutting-edge models like the Ford Mustang Mach-E and the upcoming Ford F-150 Lightning, the Blue Oval has yet to commit to becoming a fully electric brand across the globe. However, Ford of Europe has pledged that its entire passenger car fleet will be fully electric by 2030.

General Motors American giant General Motors, which produces brands such as Chevrolet, Cadillac and GMC, is charging towards an electrified future with the born-again Hummer brand and individual models such as the Chevrolet Bolt small hatch. GM has promised to end production of all petrol- and diesel-powered cars, SUVs and trucks by 2035 and become carbon neutral by 2040, with plans to use 100 per cent renewable energy power sources across its entire manufacturing footprint.

Honda Honda, which has been a pioneer of both hybrid and hydrogen fuel-cell electric vehicle (FCEV) development, has pledged to transform itself into a zero-emissions brand by 2040. The Japanese car-maker has outlined a staged approach that includes both battery-electric and FCEV models, some of which will be co-developed with General Motors.

Jaguar Jaguar shocked the establishment when it announced earlier this year that it would transform its entire range into battery-electric vehicles as soon as 2025. The iconic British car-maker has dipped its toe into the pond with the stunning Jaguar I-PACE, but now plans to quickly build a family of electric SUVs while likely merging the XE and XF sedans into one model.

Lotus The iconic British sports car brand last launched an all-new car, the Lotus Evija, more than a decade ago and was struggling to survive. Now, since it was purchased by China's Geely – the same corporation that has revived Volvo – Lotus has been given a massive cash injection that promises to relaunch the brand as an electric-only proposition. If the drop-dead gorgeous Lotus Evija hypercar is any indication of where Lotus is heading, we say 'Bring it on!'

MINI It makes perfect sense, as BMW's most urbanised sub-brand, that MINI will become purely electric by the end of the decade. MINI plans to transition its entire range to plug-in hybrids from 2025 before deleting the combustion engine by 2030.

Maserati Even the most traditional car-makers cannot ignore the shift away from big and loud combustion engines, and Maserati was one of the first sports-luxury brands to commit to an electrified future when it confirmed in 2020 that its entire range of vehicles would be either plug-in or fully electric by 2025. First cab off the EV rank will be the new-generation 2022 Maserati GranTurismo.

Peugeot In line with its related brands, Citroen and Fiat, under the umbrella of the Stellantis group, Peugeot has already confirmed that its entire model range will be offered as either hybrid or fully electric by 2025.

Volkswagen Volkswagen has been leading the charge on EVs, particularly in Europe, in the wake of the Dieseldgate scandal, and recently indicated that it plans to cull all new petrol and diesel combustion-engined cars in Europe by 2035. But other markets such as the US, China and Australia will take longer. The moves are in line with looming Euro 7 emissions regulations that will force manufacturers to speed up development of electrified vehicle technology or face harsh penalties for exceeding CO2 limits.

Volvo Just as it did with safety, Volvo has been a leading force in the race to become fully electrified. It stated earlier this year that all its vehicles will be either hybrid or EV by 2025 and that it will phase out combustion engines entirely by 2030.

flashback
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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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